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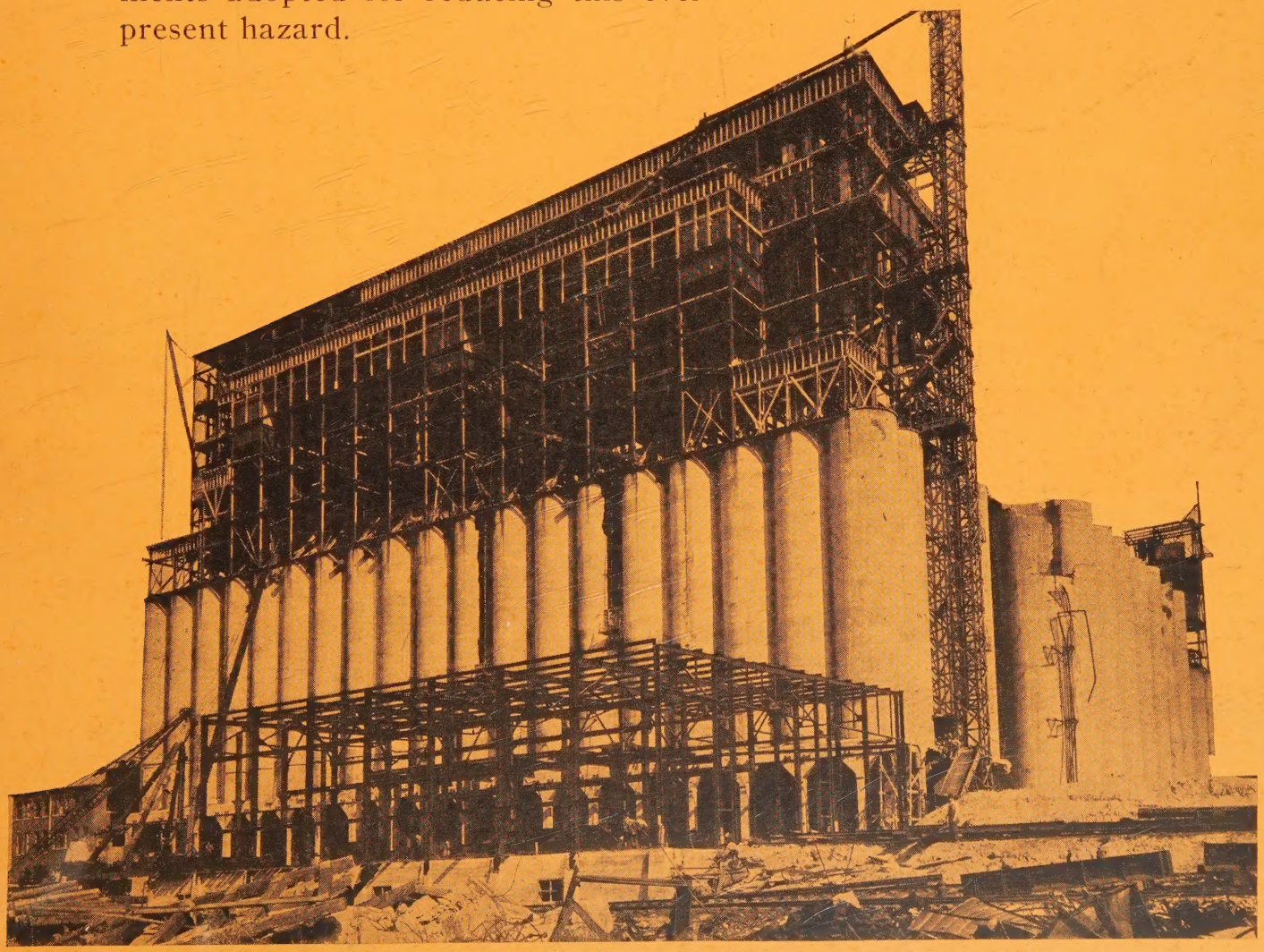
GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

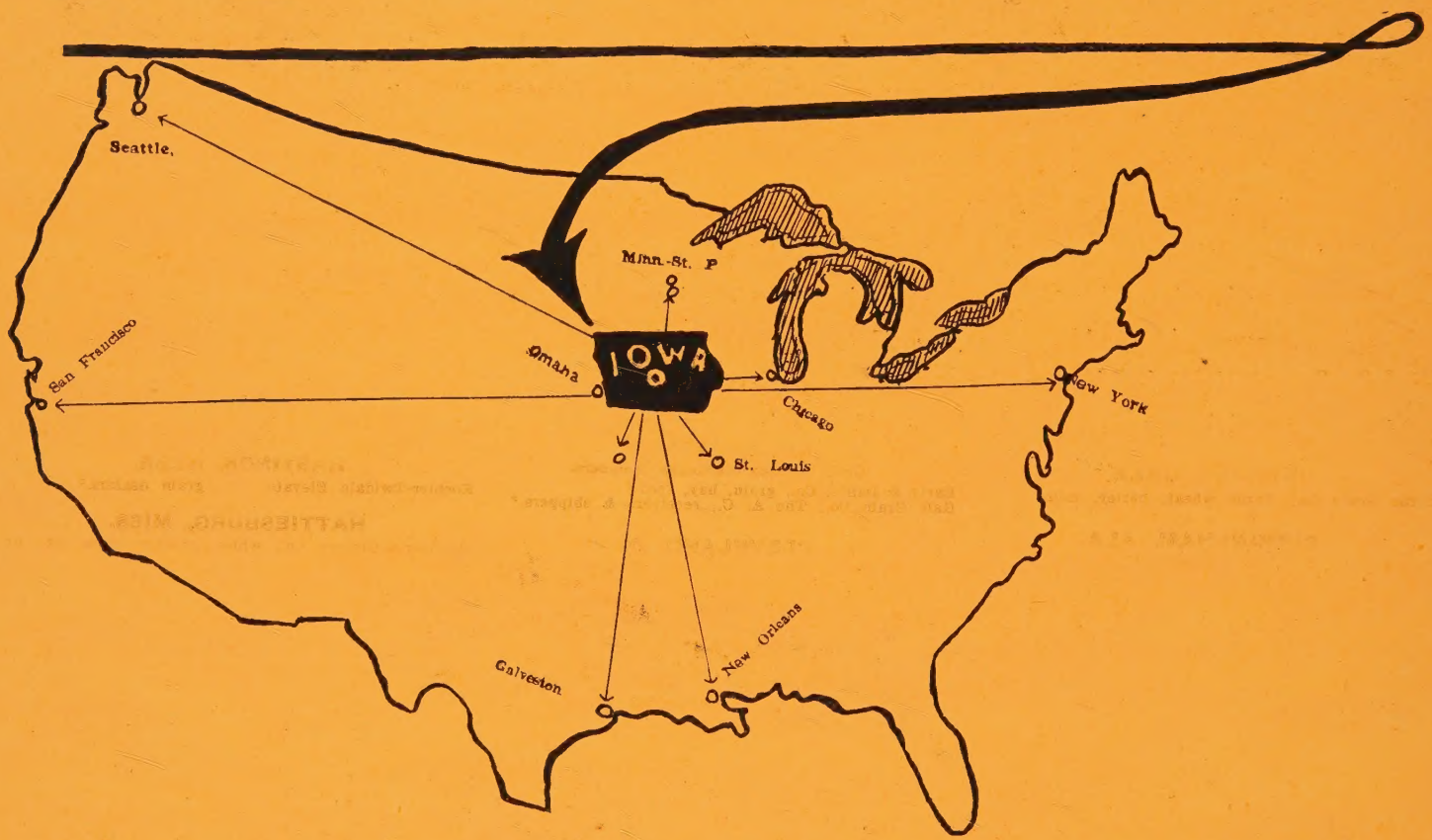
THE reconstruction of grain handling plants wrecked by explosions of grain dust is proving so difficult and so expensive, all owners and operators will be deeply interested in the rebuilding problems encountered and the improvements adopted for reducing this ever-present hazard.



Rebuilding the Dust Wrecked Elevator of the C. & N. W. Ry. at South Chicago, Ill. (See other illustrations in this number.)

CORN Board of Trade OATS

DES MOINES



Fastest growing grain market in the west. Unsurpassed facilities for handling grain. Well conducted and supervised department of weights and inspection. Three big terminal elevators with rapid handling facilities.

Des Moines is the very Heart of the Corn Belt

Deal direct with **Des Moines** grain men. Save time, save money and accomplish better results. Start today and deal direct.

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D. L. Anderson & Co.
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Falcon Milling Co.
Beaver Valley Milling Co.
Brenton Bros.
J. M. Brewbaker
Central Iowa Grain
E. G. Cool & Co.
Clark Brown Grain Co.
Des Moines Elevator & Grain Co.
Harper & Sons
Iowa Packing Co.
Iowa Corn Products Co.
Lamson Bros. & Co.
Marshall Hall Grain Co.
McArty & Hall
Pease Hay Commission Co.
A. J. Rowland Brokerage Co.
Rumsey & Co.
Sargent & Ash Mills
Sargent & Co.
Sawers Grain Co.
Stokley Lumber & Grain Co.
Taylor & Patton Co.
Tower, C. A.
Updike, N. B.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elvtr. Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.*

ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.

Haym & Sims, successors to
Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BEAVER, OKLA.

Horne Grain Co., Texas wheat, barley, milo.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Hemphill & Co., R. C., mdse. & grain brokers.*
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.
Western Grain Co., mfrs. mxd. feed, crn. meal, grits.*

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., brokers of country grain.

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.*
Burrs Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Globe Grain Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
Lewis Grain Corp., receivers & shippers.*
McConnell Grain Corporation, commission merchants.*
McKilien, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Taylor & Bournique Co., grain merchants.
Traders & Producers Supply Co., millfeeds a specialty.
Townsend Ward Co., The, consignments.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Board of Trade Members.

Hood Feed Co., flour, feeds, field seeds.

*Member Grain Dealers National Association.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Leland & Co., E. F., grain and seeds.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Pope & Eckhardt Co., grain and seeds.*
Press & Co., W. G., grain, provisions, stocks, etc.
ReQua Bros., wheat a specialty.
Rumsey & Co., grain commission.*
Sawers Grain Co., consignments.
Schiffiin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Updike Grain Co., consignments.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*
Gale Grain Co., The A. C., receivers & shippers.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLBY, KANSAS.

Harris & Haynes, wholesale—brokers—grain.

CLOVIS, N. MEX.

Western Elvtr. Co., The, recvrs.-shprs., hdqtrs kafir-milo.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DALHART, TEXAS.

Kinard Grain Co., J. C., wholesale grain & hay.*

DECATUR, ALA.

Decatur Coal & Mfg. Co., grain and feedstuffs.
Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Ashcraft Grain Co., S. B., wholesale grain.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Denver Elevator, wholesale grain, flour, millfeed.*
Farmers Elevator Co., The, H. F. Rover, Mgr.
Gallagher Grain Co., grain merchants.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elvtr. & Gr. Co., oats a specialty.
Iowa Corn Products Co., receivers and shippers.
Marshall Hall Grain Co., grain commission.*
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.*
Lapham & Co., J. S., receivers & shippers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

DODGE CITY, KANSAS.

Hillyer Grain Co., grain.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.
Transit Grain & Com. Co., consignments, brokerage.*

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAMBURG, IOWA.

Sullivan & McBride S. & G. Co., red cob fodder corn.

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., flr.

HILLSBORO, KANSAS.

Hillsboro Roller Mills, gr. dlrs., flr., chick feed.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain Co., The, buyers for mills.
Farmers Co-op. Com. Co., commission merchants.
Goffe & Carkener, private wire.*
Hayes Grain Co., John, grain merchants.
Hutchinson Grain Co., grain merchants.*
McClure Grain Co., J. B., buyers and sellers.*
Midwest Grain Co., The, shippers.
Moore Grain Co., consignments—buyers of grain.
Producers Grain Co., The, milling wheat.*
Southwest Grain Co., receivers and shippers.
Union Grain Co., grain merchants.*
Vanderslice-Lynds Co., grain commission merchants.

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Mercer, grain commission & consignments.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.
Hayward-Rich Grain Co., grain commission.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., salvage grain buyers & sellers.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Field Co., Robt., succ. to P. L. Brittain Co.
Royal Feed & Mlg. Co., mixed feed mfrs.

KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, milo.*
Claiborne Commission Co., commission merchants.*
Croysdale Grain Co., commission merchants.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*

(Continued on next page.)

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

KANSAS CITY, MO., (Continued)

Frisco Elevators Co., grain merchants.
Goffe & Carkener, grain commission.*
Hall-Baker Grain Co., consignments.
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Roahen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Scoular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Thresher Grain Co., R. J., grain commission.*
Wilser Grain Co., consignments.*

LAWRENCE, KANS.

Underwood & Sons, J., grain, feed, seeds.

LIBERAL, KANS.

Light Grain & Mlg. Co., mill pdts., kafir, milo.
Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Caple & Stockton, hay, grain, feed.
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.*
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Wilson Co., John R., grain brokers.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Fruechtenicht, Henry, grain, feed, hay.*
Kentucky Public Elevator Co., storers and shippers.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co. grain and hay brokers.

M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Davis & Andrews Co., grain, mixed feed.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bell Co., W. M., commission merchants.*
Blanchard Grain Co., "Always Dependable."*
Bush Grain Co., grain merchants.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dlrs. grain and feed.*
Flanley Grain Co., consignments solicited.
Franke Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Froedtert Gr. & Malting Co., grain commission.
Kamm Co., P. C., grain shippers.*
Lamson Bros. & Co., grain commission.
Milwaukee Grain Commission Co., grain commission.*
Rang & Co., Henry, commission merchants.
Runkel & Dadmun, grain commission merchants.*
Taylor & Bournique Co., grain merchants.*
Updike Grain Co., consignments solicited.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J. whlse. gro., grain, feed.
Meyer Bros., wholesale groc., grain, feed.
Sturgis Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whsle. grain, feed, flr., gro.*

MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, ear corn.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Hankinson & Co., H. L., grain commission.*

MINNEAPOLIS, MINN., (Continued).

Chamber of Commerce Members.

Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Seidl, Frank J., all grains and feeds.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers, all grains.*
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats and screenings.*

MOULTRIE, GA.

Delay, A. J., flour and grist mill.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers and shippers.*
Allfeed Milling Co., feed manufacturers.
Kerr, S. S., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., receivers and shippers.*

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Fox Co., C. B., exporters.*
Gibbons, J. T., gr. dealers, mixed fd. mftrs., exptrs.
Matthews Sons, Geo. B., mill feed manufacturers.
Nathan & Fettis, fwdg. agt. & expt. fght. broker.*
Neumond, Inc., K. & E., dlrs. & exptrs. in fd. articles.*
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Waterman & Co., J. S., gr., flour & fd. bkrs., flr. jobrs.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell-Winters Grain Co., grain and feed.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*
Strader Alexander Co., grain, hay, feed.*
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Maney Grain Co., The, consignments.*
Miller Wilson Grain Co., receivers and shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Updike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.
Bowen Grain Co., H. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
Miles, P. B. & C. C., grain commission.*

PEORIA, ILL., (Continued).

Mueller Grain Co., receivers and shippers.*
Shaffer Grain Co., J. C., receivers & shippers.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*
Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Burson Grain Co., C. G., recvrs., shprs.-commission.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.
Geidel & Leubin, grain and hay.
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
McCague, Ltd., R. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Pacific Coast Elevator Co., grain.
Pacific Grain Co., grain exporters.*

PUEBLO, COLO.

McClelland Mct'l I. & R. Co., grain, hay and feed.*

QUINTER, KANSAS.

Jones-Rogers Grain Co., brokers.

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.*

SAGINAW, MICH.

Saginaw Milling Co., flour, feed, hay, grain.*

SALINA, KANS.

Board of Trade Members.

Bossemeyer Grain Co., The Paul, grain merchants.*
Freeman Grain Co., receivers and shippers.
Hayes Grain Co., Always in the market.
Richter Grain Co., wheat, coarse grains & millfeed.*
Rickel, E. L., grain receiver and shipper.
Service Grain Co., grain, feed, grain products.*
Weber Flour Mills Corp., millers, exporters, grain dlrs.*

SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whlse. grain, hay, flour, feed.*

ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., A. J., hominy feed.
Button-Simmons Grain Co., grain commission.*
Claiborne Commission Co., commission merchants.*
Herries-Yancey Grain Co., commission merchants.*
Marshall Hall Grain Co., consignments solicited.*

SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brok., Texas R. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Ballard-Messmore Grain Co., recvrs., grain, hay, seeds.*
Bushfield Grain Co., receivers and shippers.
Claiborne Commission Co., commission merchants.*
Dreyer Commission Co., feedingstuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkener Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Toberman, Mackey & Co., grain, hay, seeds.*

SEDALIA, MO.

Claiborne Commission Co., commission merchants.*

*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

SIQUX CITY, IOWA.
Board of Trade Members.
Button Co., L. C., grain commission.*
McCaull Dinsmore Co., commission.*
Terminal Grain Corp., receivers & shippers.*
Rumsey & Co., receivers of consignments.*
Western Terminal Elevator Co., receivers and shippers.*

SIOUX FALLS, S. D.
Burke Grain Co., grain merchants.

SPRINGFIELD, MO.
Claiborne Commission Co., commission merchants.*

STERLING, COLO.
Moore, James A., grain dealer.

SUPERIOR, NEBR.
Bossemeyer Bros. Terminal Elevator.*
Elliott & Myers, grain merchants.*
Superior Terminal Elvtr. Co., grain, corn products.

TAMPA, FLA.
Bonacker Bros., brokers, grain, hay, feed, flour.*

THOMASVILLE, GA.
Burch & Son, W. H., corn millers.

TOLEDO, OHIO.
Produce Exchange Members.
De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*

TOLEDO, OHIO, (Continued).
Morehouse & Co., wholesale grain and seeds.
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Young Grain Co., grain.*

TOPEKA, KANS.
Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elvtr. Co., The, recvrs. & shprs.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.*

TULIA, TEXAS.
Cowan Grain Co., W. C., wheat, oats, maize, kafir.*

TURON, KANS.
Turon Mill & Elvtr. Co., corn, wheat, millfeed, flour.

WASHINGTON, D. C.
Wilkins-Rogers Mlg. Co., Inc., receivers and shippers.*

WICHITA, KANS.
Board of Trade Members.
Baker-Evans Grain Co., milling and export wheat.*
Beyer Grain Co., consignments and mill orders.*
Blood Grain Co., I. H. consignments, mill orders.*
Claiborne Commission Co., commission merchants.*
Clark Grain Co., C. M., all kinds grain and feed.*
Craig Grain Co., J. W., consignments and mill orders.*
Foot Grain Co., consignments.
Hall Baker Grain Co., exporters.

WICHITA, KANS., (Continued).
Hayes Grain Co., John, Okla.-Kan., wheat for mills.
Hipple Grain Co., consignments.
Kansas Flour Mills Co., receivers and shippers.
Kramer Grain Co., receivers and shippers.*
Linton-Christy Grain Co., strictly brokerage & comm.*
Norris Grain Co., exporters.
Raymond Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., exporters.
Smith-McLinden Grain Co., milling and export wheat.
Stevens-Scott Grain Co., receivers and shippers.*
Strong Trading Co., wholesale grain and feed.*
Terminal Elevators, exporters.
Wallingford Bros., receivers and shippers.*
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COMMISSION MERCHANTS
Grain, Seeds and Provisions

515-518 Postal Telegraph Building
CHICAGO, ILL.

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Grain Commision

Board of Trade CHICAGO

The paper the Grain Dealer supports, because it supports the Grain Dealer—
GRAIN DEALERS JOURNAL

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

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THE UPDIKE GRAIN COMPANY

"The Reliable Consignment House"

CHICAGO OMAHA KANSAS CITY MILWAUKEE SIOUX CITY

ARMOUR GRAIN COMPANY
GRAIN MERCHANTS
Manufacturers of
ARMOUR'S STOCK AND DAIRY FEEDS AND CEREAL PRODUCTS
208 So. La Salle Street, Chicago, Ill.

WE WANT YOUR BUSINESS
NOT LATER—BUT TODAY
Especially Consignments
GRAINS ALL WAYS
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H. M. PAYNTER
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GRAIN COMMISSION
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FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO
J. H. DOLE & COMPANY
RECEIVERS AND COMMISSION MERCHANTS
327 South La Salle Street CHICAGO, ILL.

J. C. SHAFFER GRAIN CO.
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Tel. Wabash 6584

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CHICAGO

Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15⅝" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, **$2.00.** Weight 1¾ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, **$3.00.** Weight 2¾ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

GERSTENBERG & CO.
COMMISSION MERCHANTS
GRAIN and SEEDS
Barley a Specialty
Personal attention given
Sample Orders
309 S. La Salle St. CHICAGO
Traveling Representatives:
Ray Gerstenberg Jack De Courcy
Branch Office:
FT. DODGE, IOWA A. J. MOORE, Mgr.

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Of Chicago

Capital and Surplus Fifteen Million Dollars

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Foreign Exchange——Letters of Credit——Cable Transfers

ACCOUNTS OF GRAIN MERCHANTS INVITED

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BUFFALO

Corn Exchange Members

BUFFALO GRAIN COMPANY

Receivers, Forwarders and Commission Consignments Solicited

Est. 1903 — Barley a Specialty

A. W. HAROLD

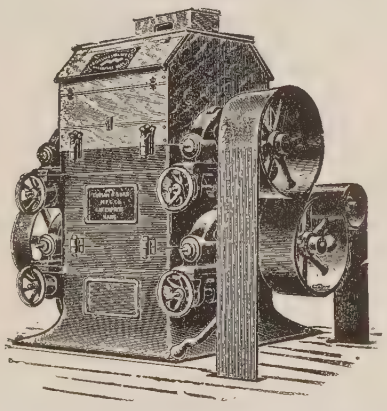
GRAIN BARLEY *A Specialty*

717 Chamber of Commerce - BUFFALO, N. Y.

Electric Consignment Service

A reliable service designed to meet the requirements of shippers to the Buffalo Market. We solicit your shipments.

ELECTRIC GRAIN ELEVATOR CO., BUFFALO



More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehrsam & Sons Mfg. Co.
Enterprise, Kansas

Ship Us Your

Corn, Oats and Wheat

Regardless Of Its Condition

We operate the Superior Elevator equipped with all modern machinery for handling grain

PRATT & CO.

OPERATORS OF
SUPERIOR ELEVATOR
910 Chamber of Commerce, Buffalo, N. Y.

AFFIDAVIT OF WEIGHT

This form is used to make a sworn statement of the amount of grain loaded into a car.

Fifty affidavits in duplicate are bound into a book, size 5½x8½ inches, printed on bond paper, with manila duplicates and two sheets of carbon, well bound in press board. Originals are machine perforated so they may be easily torn out. Each blank contains the following information:

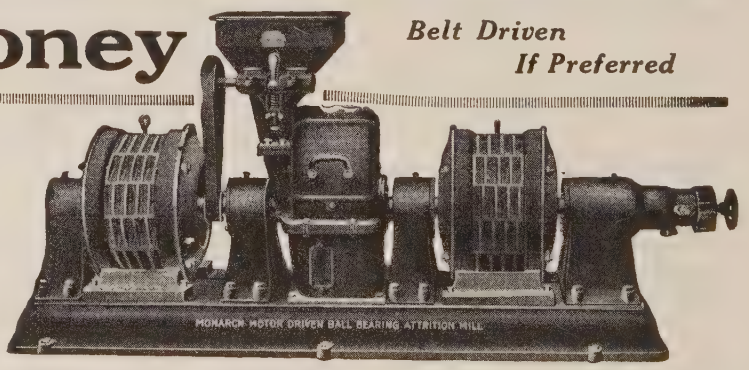
....., being duly sworn, on his oath, says that on the ..... day of ....., 192..., he, acting as agent for ..... at ....., in the State of ....., carefully and correctly weighed ..... draughts on .....Hopper, ...Automatic, ... Wagon, ...Track Scales amounting to ..... lbs. equal to ..... bushels of No. .... and loaded direct or thru bin to car No. .... Initial .... for shipment to Messrs ..... at ....., in the State of ....., and that said car was in ..... condition and properly sealed when delivered to the ..... Railroad; with space for notary public.

Order Form 7AW, weight ½ lb. Price 75 cents.

GRAIN DEALERS JOURNAL
309 So. LaSalle St. Chicago, Ill.

A Matter of Money

Belt Driven If Preferred



YOUR interest in the buying of a feed grinder is actuated by money, in one form or another. You want to effect a saving through a reduction in operating costs. You want increased capacity in order to keep up with a growing demand for your product. Or you want to stimulate sales by an improvement of quality. All of which are plans for *making more money*.

MONARCH BALL BEARING ATTRITION MILL

The closer you study the design and construction of the Monarch Ball Bearing Attrition Mill the more soundly you become convinced of its ability to advance feed grinding to a higher standard of economy and efficiency.

Every part is concordant with every other part, resulting in correct balance and proportion throughout. Sturdiness of construction insures durability and long service. Grinding plates that stay sharp for long periods and that cannot get out of tram make uniformity of product a certainty. And ball bearings keep the cost for power down to the very minimum.

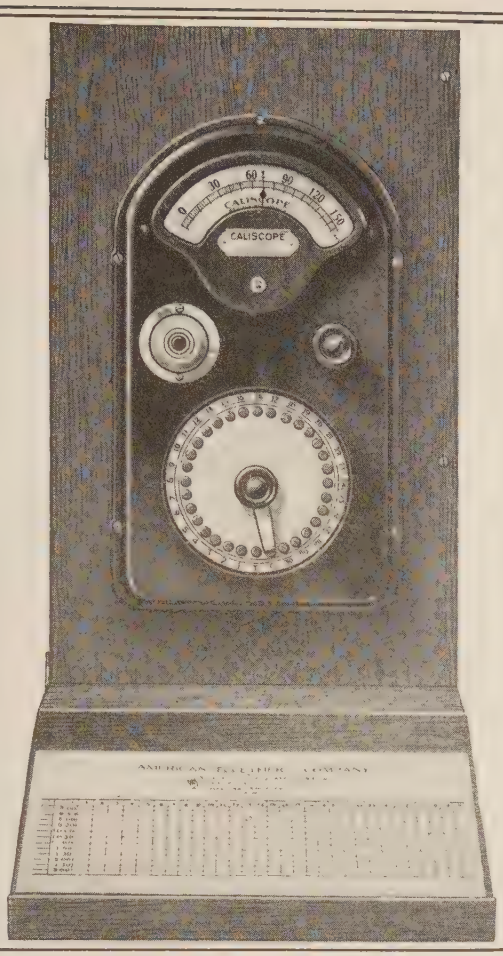
Let us send you Catalog D-120. It goes into details.

SPROUT, WALDRON & COMPANY, 1202 Sherman St., MUNCY, PA.

KANSAS CITY OFFICE:
203 New England Building

The Monarch Mill Builders

CHICAGO OFFICE:
No. 9 South Clinton Street



"Just press the button and get the facts"

Stop Guessing

Know the real condition of your grain at all times by electrical indication of actual temperatures.

The **Caliscope** substitutes accurate temperature against approximate conditions.

The **Caliscope** will do in one hour what it takes ten hours with any other known instrument and does it more accurately.

The **Caliscope** is reliable Grain Insurance at all times and spells **quality** grain for the owner. Grain storage without a **Caliscope** is like business without a bookkeeper, an engine without a governor and a boiler without a steam gauge.

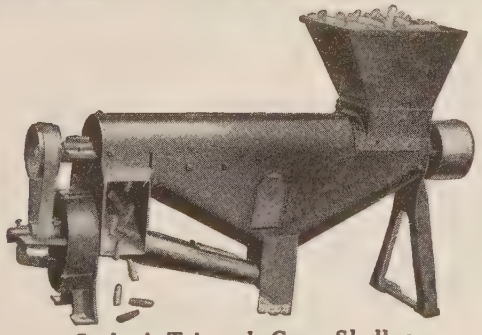
The **Caliscope** is endorsed by the leading engineers.

Correspondence solicited and demonstrations gladly made by our salesmen.

American Teletherm Company

1017-19 Summit St. **Toledo, Ohio**

D. B. Noyes, Sales Representative
Board of Trade Hotel, Chicago, Ill.



Style A Triumph Corn Sheller

A GOOD SHELLER OF MODERATE CAPACITY

If you can use a Sheller that will properly shell 75 bushels of corn an hour; and if you want a good simple machine, you'll get just the sheller you ought to have in a Triumph.

Thousands of Triumph Shellers are at work in moderate sized mills and elevators both in this country and abroad, and every one of them is shelling corn properly and producing its share of profits.

We'll be glad to send you a copy of our new corn sheller circular. Just send us a postal or a letter asking for it.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

Free-for-All Fights

"Pat," said Andy MacDougal, "did ye ever see a free-for-all fight?"
"No, Mac, Oi nivver did, becase Oi was too busy at ivery wan o' thim."

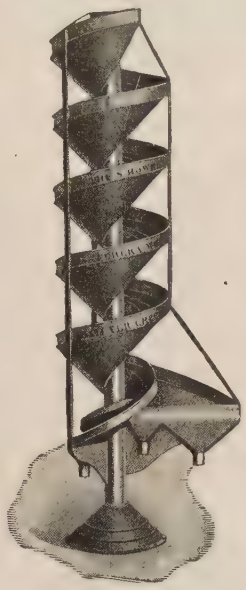
Just now it is a free-for-all fight for business—to exist. It is a case of fight day in and day out, week in and week out—fighting costs, fighting for production, fighting to save everything possible, fighting for profits.

If your Mill is not properly equipped to win the fight, it is the part of wisdom to know why and remedy the cause.

Look over every piece of equipment in your mill. If anything needs repairs, make it. If anything is worn, replace it. If any piece of machinery will not produce at as low a cost as your competitor, discard it and replace it with something that will.

THE ENGINEERING DEPARTMENT of THE BAUER BROS. CO., 506 Bauer Building, Springfield, Ohio, is at your disposal—without cost or obligation—for any assistance this Department can give. Better write them today.

The Bauer COSTS LESS PER HOUR



"Eureka"

MUSTARD SEED SEPARATOR

Conceded to be the most ingenious thing ever invented for removing mustard from screenings, grain and seeds.

Automatic
No Moving Parts

Operates on the
Gravity Principle

Self-Acting
Requires No Power

Sold at such a low price that it actually pays for itself in a few weeks.

READ THIS:

Chicago, Ill.

Gentlemen—I have O. K'd the bill for Mustard Seed Cleaner. It is surely a dandy little machine, and does the work to perfection. Wishing you success, I am yours truly,

STAR & CRESCENT MILLING CO.
W. W. SOPHER, Supt.

We'll test your samples and show you something interesting

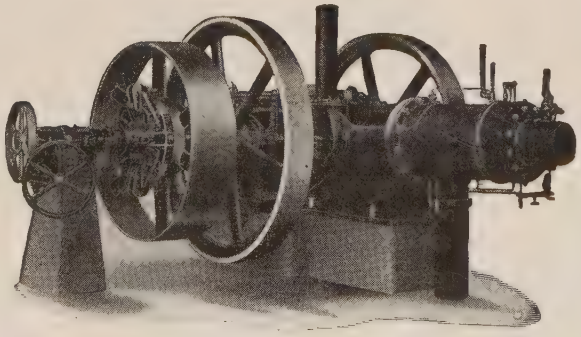
S. HOWES COMPANY, Inc. Silver Creek, N. Y.

European Branch: 64 Mark Lane, London, England

MUNCIE

Heavy Duty

Oil Engine



USE CRUDE OIL AND FUEL OIL

Reduce Your Fuel Bill 80 Percent
Sizes 10 to 250 H. P.

MUNCIE OIL ENGINE CO.
MUNCIE, IND., U.S.A.

Branches: Atlanta, Ga. Dallas, Tex. Export Dept. 36-40 W. 60th St., N. Y. City

CALDWELL

GEARS

Cast iron machine molded gears, also gears with machine cut teeth, Spurs, Bevels, Miters, Worm Drives and Mortise Wheels.

PULLEYS

We manufacture our own cast iron pulleys—heavy construction, special grade material, light running and well balanced.

We manufacture a complete line of screw conveyors, belt conveyors, bucket elevators, steel buckets, sprockets, chain, bearings, etc.

Send for our Catalog No. 45

H. W. CALDWELL & SON CO.
LINK-BELT COMPANY, OWNER
Chicago, Ill.—17th St. and Western Avenue
New York—299 Broadway **Dallas, Tex.—709 Main St.**

We're on the Job!

TWENTY-FIVE years in serving elevator and mill interests has given this house a breadth of experience which enables us to KNOW what constitutes a good supply service.

Every time you patronize us you reap the benefit of our experience.

We have learned what is most needed in elevator and milling equipment and we have endeavored to fill that need, either by building our own equipment or carrying the lines of other well-known manufacturers. This type of service is indeed a valuable asset to our patrons. In dealing with us you can feel assured that you are dealing with a house that fully understands your needs and keeps itself exceptionally well equipped to give you service.

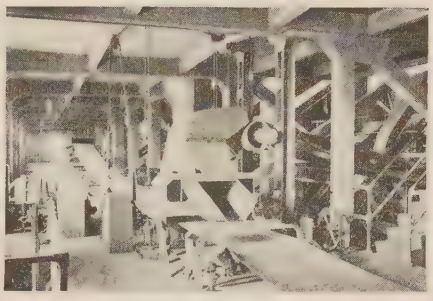
From the routing of the smallest order to the building of a large plant, our aim is to serve the customer just a little better than he could be served elsewhere and at no additional expense.

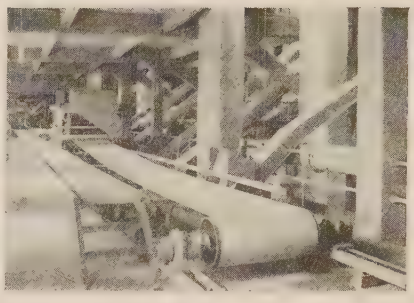
The STRONG-SCOTT MFG. CO.

"Everything for every Mill and Elevator"

MINNEAPOLIS, MINN. GREAT FALLS, MONT.

WEBSTER Grain Elevator Machinery





The biggest users in the world of Elevating, Conveying and Transmission Machinery for grain handling have repeatedly installed Webster Machinery.

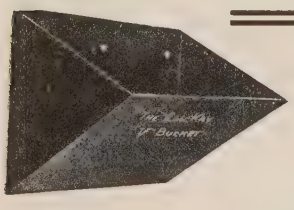
In smaller plants, where effective equipment is fully as important, Webster Machinery holds the same prominent place.

When planning new structures, repairs or extensions, call upon our experienced engineers, who are ready to make recommendations based upon your requirements.

The WEBSTER MFG. COMPANY

Chicago, Ill. Tiffin, O. Michigan City, Ind.

Sales Offices in Principal Cities



"V" Elevator Bucktes

"Standard" Buckets are built to endure long, hard usage. Designed to obtain perfect discharge at high speed.

Size for size, you'll find Standard Buckets from 2 to 4 gauges thicker than usually found in this type.

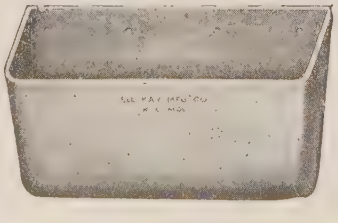
Made in sizes 3 x 3 inches to 20 x 8 inches—large sizes, steel braced at center.

No matter what your requirements may be in steel or galvanized Mill and Elevator equipment, you owe it to your pocketbook to get our quotations.

Standard Steel Works

Successors to the Ell-Kay Mfg. Co.

16th and Holmes Sts.
North Kansas City
Missouri



Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, $3.00.

GRAIN DEALERS JOURNAL

309 S. La Salle Street, CHICAGO, ILL.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

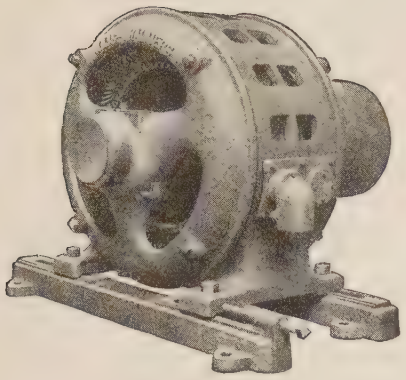
Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. **Price, $2.75**

GRAIN DEALERS JOURNAL

309 South La Salle St., CHICAGO, ILL.

ALTERNATING CURRENT MOTORS

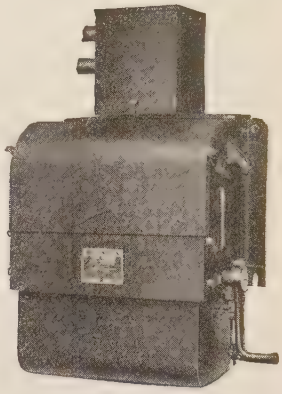


Type "AN" Squirrel Cage Induction Motor

Allis-Chalmers Motors

are built in various types designed to meet the characteristics of the driven machine.

Our experience, covering a quarter of a century in the design, building and commercial application of motors of all kinds is at your service.



Type "N" Potential Starter for Squirrel Cage Motor

ALLIS-CHALMERS PRODUCTS
Electrical Machinery
Steam Turbines
Steam Engines
Gas and Oil Engines
Hydraulic Turbines
Crushing and Cement Machinery
Mining Machinery

ALLIS CHALMERS MANUFACTURING COMPANY
Milwaukee, Wisconsin, U. S. A.
District Offices in All Leading Cities

ALLIS-CHALMERS PRODUCTS
Flour and Saw Mill Machinery
Power Transmission Machinery
Pumping Engines-Centrifugal Pumps
Steam and Electric Hoists
Air Compressors - Air Brakes
Agricultural Machinery
Condensers

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books
Attrition Mill
Bag Closing Machine
Bags and Burlap
Bearings { Ball / Plain / Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Coal Conveyor
Conveying Machinery
Distributor
Dockage Tester
Dump { Auto Truck / Wagon
Dust Collector
Dust Protector
Elevator Brooms
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Fire Extinguishers
Grain Driers
Grain Tables
Herringbone Reduction Gears
Lightning Rods
Manlift
Moisture Testers
Mustard Seed Separator
Oat Bleachers and Purifiers
Oat Clipper
Painting or Repairing
Pneumatic Conveying Equipm't
Portable Elevator
Power { Kerosene Engine / Gas Engine / Motors
Power Shovel
Railroad Claim Books
Renewable Fuse
Rolls for Cracking Corn
Sample Envelopes
Scales
Scale Tickets
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Sieves
Siding-Roofing { Asbestos / Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 309 So. La Salle St., Chicago

Dust Collectors

alone do not prevent explosions in Elevators, but

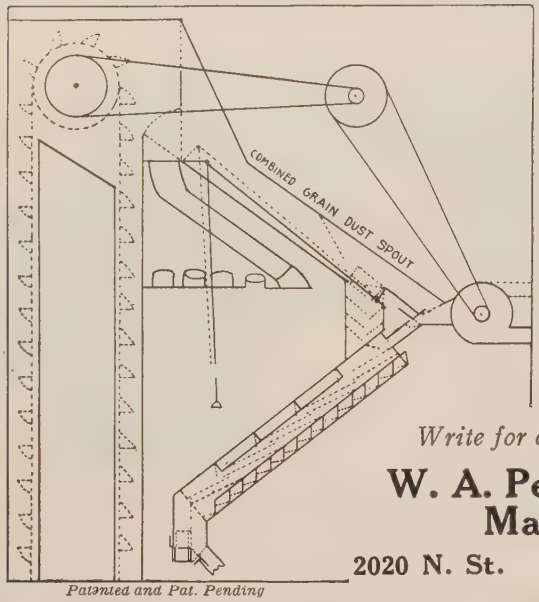
DAY

Dust Collecting Systems do when properly installed.

The Day Company

1006 Lyndale Avenue N. Minneapolis, Minn.

COMBINED
Grain Cleaner and Dust Collector



not only cleans, scours and conditions your grain, but permits you to keep your elevator free from dust. The fact that your grain can be worked before storing, with one elevation, and that the dust is not allowed to escape in your elevator, warrants your close investigation of this very efficient machine.

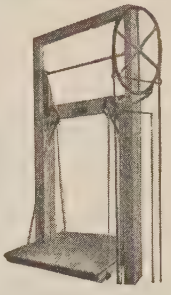
Write for descriptive literature

W. A. Petteys Elevator Machine Co.

2020 N. St. LINCOLN, NEB.

Patented and Pat. Pending

KIMBALL ELEVATORS & MANLIFTS

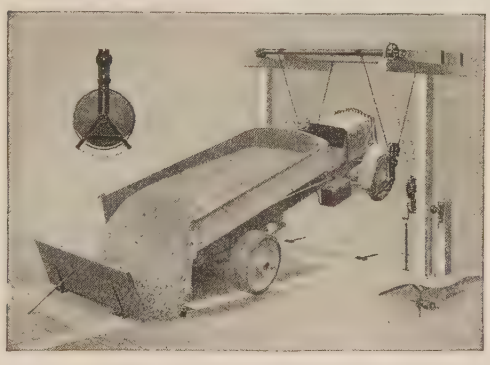


Passenger or Freight
For Grain Elevators & Mills
Electric or Hand Power
Complete Line

KIMBALL BROS. CO.
1129 Ninth Street
COUNCIL BLUFFS, IOWA

Branches: 202 Scott Thompson Bldg., Oklahoma City, 610 Delaware St., Kansas City, Mo.

TRUCK AND WAGON DUMP



Simple
Durable
Practical
Safe
Inexpensive
Substantial

Easily Installed, Operated by Hand or Power. For further information address

L. J. McMILLIN, 525 BOARD OF TRADE, INDIANAPOLIS, INDIANA
Designer and Builder of Grain Elevators

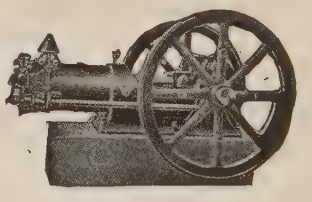
OTTO ENGINES

Have proved their superior qualities through years of reliable and economical service. Designed with a view to easy and inexpensive repair or replacement of parts. Cylinder, water jacket and head cast separate, easily and quickly replaced in case of damage by frost, which leaves the inner cylinder intact.

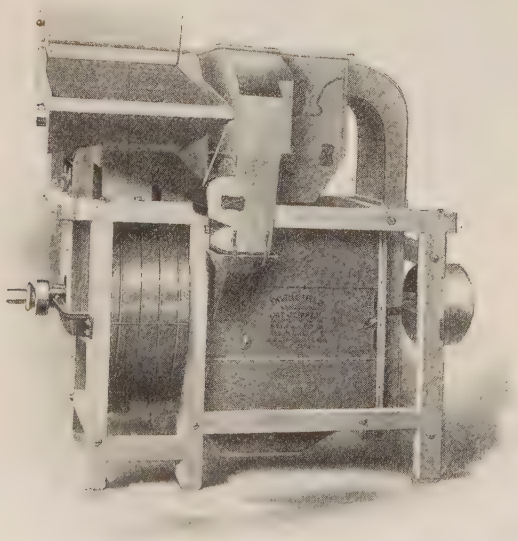
Economy kerosene carburetors for "Otto" engines manufactured and furnished from stock.

If you are interested in stationary engines—gas, gasoline, or kerosene—you need the Otto catalogue. Drop us a postal for your copy.
Models up to 50 H. P. in stock.

Otto Engine Manufacturing Co.
3219 Walnut Street, Philadelphia, Pa.
15-17 S. Clinton St., Chicago, Ill.



Dealers Journal to keep posted to date as well as to revise our various mailing lists.—Edw. A. Smith, mgr. hay dept., Max Blumenthal, Cincinnati, O.



INVINCIBLE OAT CLIPPER

A Machine of Quality

WRITE FOR INFORMATION

Invincible Grain Cleaner Co.
SILVER CREEK, N. Y.

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobsburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. G1

N. P. BOWSHER CO., SOUTH BEND, IND.

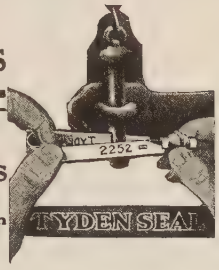
TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent CLAIM LOSSES

10,000 SHIPPERS Are now using them

Write for samples and prices

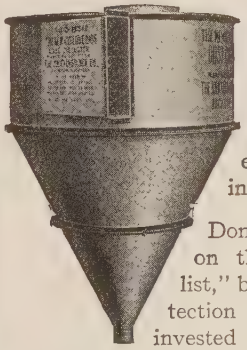


NTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., Chicago, Ill.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

WHEN EVERY AGENCY FOR SAFETY OPERATION SAYS "DO AWAY WITH DUST" IT'S TIME THAT YOU LISTENED TO REASON—



The hundreds of thousands of dollars lost through dust explosions would equip every elevator in the country.

Don't be the next on the "Blow up list," but for the protection of the money invested in your business intestigate our product.

The New "1905"

Cyclone Dust Collector

THE FACTS ARE MIGHTY INTERESTING

The Knickerbocker Co.
JACKSON, MICH.

HALL NON-CHOKABLE ELEVATOR LEG

Adds 100% Efficiency to the cup belt. It revolutionizes the system of elevating grain. It is automatic in action.

The grain is fed to it automatically and unerringly without mechanism and is as reliable as gravitation. In consequence of these facts it is 100% MORE DURABLE than other legs, and is GUARANTEED IN YOUR ELEVATOR.

THE HALL SIGNALING GRAIN DISTRIBUTOR

Our idea is that the Distributor should direct all the grain to the exact spot intended, without mixing, with the least trouble or care, not only now and then, but ALWAYS.

That is the service that the Hall Distributor performs continuously.

Hall Distributor Company, 222 Railway Exchange Bldg., **Omaha, Nebr.**

Fabricated Steel Products

We specialize on FABRICATED STEEL PRODUCTS and are equipped to furnish steel plate products such as tanks, hoppers, stacks, conveyors, chutes, pipe, elevator legs, coal mine equipment, cement and concrete sheet steel forms promptly. Let us estimate on your requirements.

Corrugated Sheets Erected

We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.

The Sykes Company

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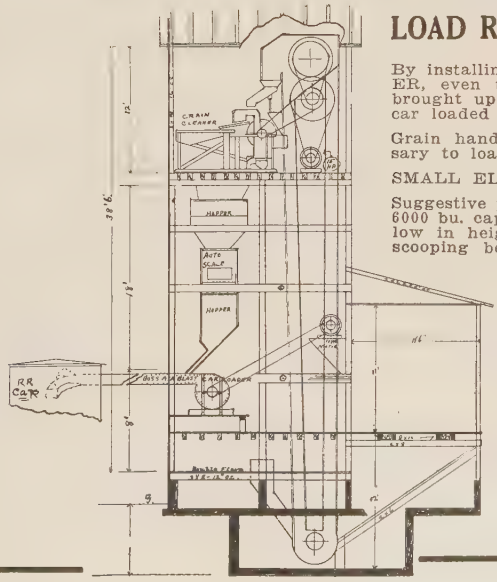

LOAD R. R. CARS Without Scooping

By installing a BOSS AIR BLAST CAR LOADER, even the lowest and oldest house can be brought up to date in loading facilities. Every car loaded without any scooping in the car.

Grain handled rapidly. No re-elevating necessary to load. See illustration.

SMALL ELEVATOR PLANS FREE.

Suggestive plans for small elevators from 2000 to 6000 bu. capacity, sent free upon request. Houses low in height and cost. Grain loaded without scooping because plans include **Boss Air Blast Car Loader.** Just the thing for many stations.

Our PORTABLE CAR LOADERS also meet many needs. Write today, stating your problems. There is just as good money to be made in the grain business as there ever was. New catalog No. 22 now ready, showing all kinds of grain loaders. It's free upon request.

MAROA MFG. CO.

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GRAIN ELEVATOR BUILDERS

A Reduced Cost
of Handling Grain

makes the Best Elevator obtainable a profitable investment.

Ask for Suggestions on Saving Material, Power and Labor, before completing plans for your new elevator.

30 Years Practical Experience

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GRAIN ELEVATORS
MILLS - COAL POCKETS
in
Concrete, Tile or Wood

Years of experience in this line of work. Write and we will call and give you our proposition and estimate

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Mills and Warehouses
Especially Designed for Economy of Operation and Maintenance
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Special study given to each plant—Each plant fills the individual needs

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Contractors, Designers and Builders of Concrete or Wood Elevators
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We furnish plans and estimates
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We make plans and build up-to-date GRAIN ELEVATORS AND MILLS
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We build Modern Fireproof Grain Elevators, Mill Buildings and Storage Bins
SPECIAL ATTENTION GIVEN TO REPAIR WORK
Let Us Know Your Requirements

Your Individual Needs
are respected when your elevator is designed and built by
W H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.
Write for Details of Our System

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

HOLBROOK, WARREN & ANDREW
Successor to
Miller, Holbrook, Warren & Co.
Designing Engineers
Reinforced Concrete Elevators, Large or Small
Millikin Building . . . DECATUR, ILL.

GRAIN ELEVATOR BUILDERS

Another Reliance Success

Elevators of our design and construction are the best endorsement of our work. We study your particular problems and build the elevator best adapted to your needs. Write us for further particulars.

Reliance Construction Co.
Board of Trade Indianapolis, Ind.

SEND US
YOUR INQUIRY

We have the most complete organization in the Northwest for the construction of

GRAIN and COAL ELEVATORS

T. E. Ibberson Company
MINNEAPOLIS, MINN.

GEO. W. QUICK & SONS
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CONTRACTS and BUILDS
MODERN GRAIN ELEVATORS
STORAGE TANKS and COAL POCKETS
Plans and Estimates Submitted
Correspondence Solicited

For Accurate Moisture Tests use our Grain Dealers' Air Tight Cans for forwarding your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.

Cover's Dust Protector
Rubber Protector, $2.00
Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

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DESIGNERS AND BUILDERS OF
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ENGINEERS AND CONTRACTORS
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W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg.
Let us show you
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The Star Engineering Co.
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Specialists in Country Elevator Construction
Free Catalogs for Southwest Customers

ANOTHER THORO-BRED
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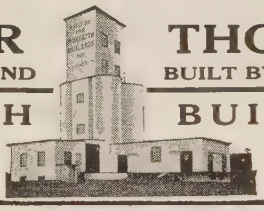

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DIRECT HEAT OR STEAM — CONTINUOUS FLOW — MADE IN ALL SIZES

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Duplicating Wagon Load Receiving Book

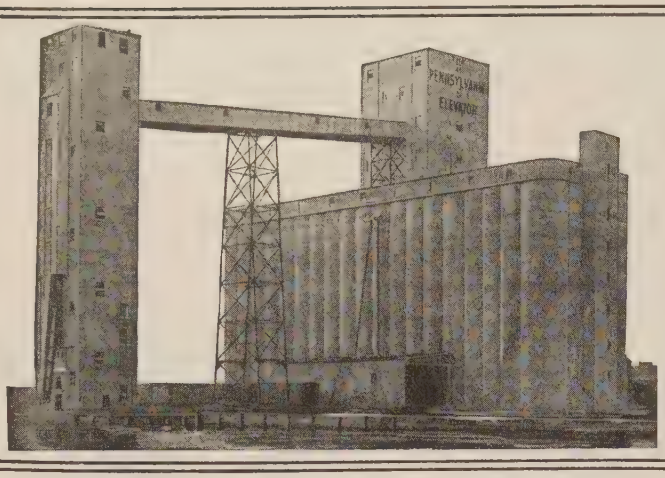
Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price $3.00. Weight. 4 lbs.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals

The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great saving in labor cost.

James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

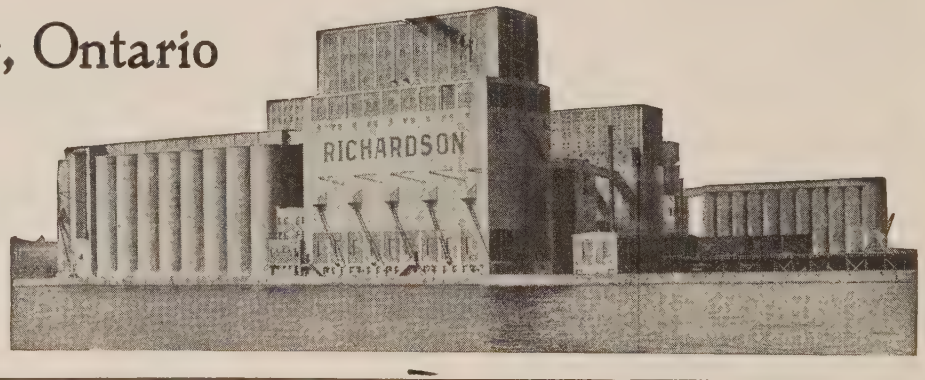
"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The James Richardson & Sons, Limited.



THE BARNETT-McQUEEN COMPANY, LIMITED

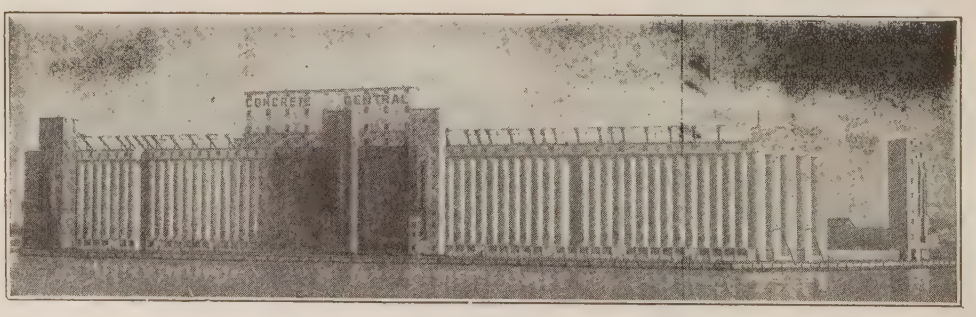
Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn Minneapolis, Minn.

Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu.
One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., BUFFALO, N. Y.

New York State Barge Canal Terminal Elevator now under construction

$148,345.00 *saved* by the State of New York in placing contract for this structure with us.
ADVANCED METHODS—INTENSIVELY DEVELOPED ORGANIZATION—MADE THIS POSSIBLE

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Minneapolis, Minn. **Fort William, Ontario**

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L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
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Tell us what you need for your Grain Elevator and we'll tell you where to get the latest and best.

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Grain Dealers Journal, 305 So. La Salle St., Chicago

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ELEVATORS and MILLS
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Flour Mills and Grain Elevators, Warehouses, Power Plants and Industrial Buildings.
Preliminary Sketches and Estimates, Valuations and Reports.
306 McMillen Bldg., Kansas City, Mo.

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevent leakage in transit and we make car liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

THE KENNEDY CAR LINER & BAG CO.
SHELBYVILLE, IND.
Canadian Factory at Woodstock, Ontario.

Folwell-Sinks Form Lifting

JACKS

For Grain Elevators and Silo Construction

Manufactured and Sold by

NELSON MACHINE CO.
WAUKEGAN, ILL.

SAVE TIME AND MONEY! BUY YOUR

Grain Elevator, Corn and Feed Mill, Conveying and Power Transmission Machinery

DIRECT FROM THE MANUFACTURER

Attrition Mills	Auto Grain Scales	Bearings, all kinds
Buhr Feed Mills	Belting, all kinds	Belt Idlers
Corn Shellers	Belt Supplies	Belt Tighteners
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Ear Corn Crushers	Conveyor Parts	Drop Hangers
Employes Elevators	Distributing Spouts	Friction Clutches
Exhaust Fans	Elevator Supplies	Gearing, all kinds
Feed Mixers	Grain Samplers	Link-Belting
Feed Packers	Grain Testers	Manila Rope
Feed Screens	Hopper Scales	Pillow Blocks
Grain Dryers	Loading Spouts	Post Hangers
Grain Scourers	Perforated Metals	Rope Sheaves
Grain Separators	Power Shovels	Safety Set Collars
Grain Sieves	Steel Conveyors	Sprocket Wheels
Man Lifts	Steel Grain Scoops	Steel Shafting
Meal Sifters	Turn Heads	Tension Carriages
Roller Feed Mills	Truck Dumps	Wire Rope
Wheat Magnets	Wheat Steamers	Wood Split Pulleys

Let Us Quote on Your Requirements

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

CENTRAL INDIANA—Good elevator, flour, feed and coal business for sale. Worth getting after quick. A. H. Richner, Crawfordsville, Ind.

20,000 bushel elevator for sale; large territory to draw from; good crops. Henry Hafner, Menno, So. Dak.

TWO ELEVATORS for sale, with good side lines, on main line railroad. Address 48A7, Grain Dealers Journal, Chicago, Ill.

THREE elevators Eastern Oklahoma and TWO in Central Oklahoma for sale. Address 48C31, Grain Dealers Journal, Chicago, Ill.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

COLORADO—Three elevators, equipped, in Logan County, will be sold at public auction at Court House, Sterling, March 14th. For particulars address John P. James, Trustee, Equitable Building, Denver, Colo.

MISSOURI—15,000 bu. elevator for sale on Wabash R. R., in good territory; electrically operated; only elevator here; carry all side lines; doing good business. Want to retire. Address 47X16, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA—10,000-bu. elevator and coal yard in town of 1,500 pop. Fine opportunity for man who understands grain and coal business in the biggest little town in Indiana. Terms cash; price right. Address 48D15, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale; capacity, wheat, 25,000 bu.; corn, 10,000 bu.; situated on right-of-way of Mo. Pac. R. R. at Wolf Lake. Address Farmer's Mutual Grain Ass'n.
A. C. Ballance, Pres., Wolf Lake, Ill.
Thos. Rixleben, Sec'y, Jonesboro, Ill.

CENTRAL INDIANA 20,000-bu. elevator and 5,000-ton coal business for sale; located in Frankfort, Ind., on our own ground. Failing health of Mr. Frantz, our manager, reason for selling. A first class proposition. T. E. Frantz Grain & Coal Co., Frankfort, Ind.

CENTRAL IOWA—Six elevators on Chicago, Great Western R. R., handling grain, feed and coal; all modern equipment and in first class condition. The opportunity of a lifetime to purchase an old established and money-making business. Address 48D14, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA — Modern, up-to-date, cribbed country elevator for sale, with mill buildings and warehouse in connection, on Frisco lines in Oklahoma in a community that raises strictly wheat. Has big trackage, several lots, and best location in town. Address Hunter Mill Co., Hunter, Okla., for price and information.

ILLINOIS 20,000-bu. capacity elevator, located on C., B. & Q. R.R., for sale. Good coal and feed business in connection, with new feed house and coal storage. Elevator in fine condition and equipped with electric power, 2 dumps, 2 scales. Exceptionally fine location. Only elevator in town. Priced right. Address 47S15, Grain Dealers Journal, Chicago, Ill.

HERE IS what one advertiser in our "Elevators For Sale" columns writes us shortly after the third insertion of his ad: "I wish to tell you that my ad in your Journal is the first time I ever tried to find a buyer for anything I had for sale in my life. The old saying 'It pays to advertise' is certainly true. I have several good parties lined up from the many inquiries through my ad in your paper."

ELEVATORS FOR SALE.

SOUTHERN OKLAHOMA elevator for sale. Priced right if taken at once. Good coal business; large territory. Write for particulars. 47Y29, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS 20,000 bu. one man elevator, cribbed construction, Howe wagon scales in outside office; also good dwelling. Price and terms right. Address 48C3, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator and former malt plant at Minneapolis for sale. Plant in splendid condition. Fine switching facilities. Will sell at a sacrifice for quick sale.
The Title Guarantee & Trust Co.,
Cincinnati, Ohio.

FOR SALE on good terms—Elevator in first class condition located in county seat town in Northwestern Iowa. If interested, communicate with the undersigned.
L. F. Parker,
Cherokee, Iowa.

SO. DAKOTA—Good cribbed 20,000 cap. elevator in Corsica, Douglas County, eastern S. Dak., for sale. Good territory to draw from. Was offered $6,000 in 1918, will sacrifice now for $4,500. Write to Jos. D. Hofer Elvtr. Co., Freeman, So. Dak.

OREGON—45,000 bu. elevator for sale, built in 1918; 2 warehouses of 25,000 bu. cap. each; handled 120,000 bu. grain last year; no other elevator for 12 miles; located in heart of an irrigation district; good location for side lines. Will sell outright or ½ interest to responsible party and pay him ½ salary to run it. Address 48A14, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE OR RENT.

MINNESOTA elevator of 25,000 bushels capacity for sale or rent. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Adress J. J. Doble, Mapleton, Minn.

ELEVATORS WANTED.

WANT elevator for cash. Give full particulars in first letter. J. B. Maricle, Bagley, Iowa.

WANT TO LEASE OR BUY elevator and feed mill in good condition. Give full particulars in first letter. Address P. O. Box 524, Waseca, Minn.

WILL BUY several elevators in wheat belt Southwest. Address 48C30, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy a whole or half interest in a good Indiana elevator. Address 48D7, Grain Dealers Journal, Chicago, Ill.

WILL BUY a well located elevator in the Northwest; might consider other sections. Address 48A2, Grain Dealers Journal, Chicago.

WANTED—A small elevator with a good feed business and no competition, located any place in Missouri except extreme southern part. Address 48D19, Grain Dealers Journal, Chicago.

WILL BUY an elevator or ½ interest in one located in central or western Ohio. Must be in good grain territory and the price right. Address 48B5, Grain Dealers Journal, Chicago.

NEW all modern eight-room dweling house in good Southern Minnesota town of five thousand population to trade for good elevator in Northern Iowa or Southern Minnesota. Address P. O. Box 74, Sanborn, Minn.

ELEVATOR BROKERS.

JOHN A RICE ELMER N. SMITH
Elevator Brokers, Frankfort, Indiana.

IF YOU WANT to buy or sell an elevator write Olson Brok. Co., Oklahoma City, Okla.

Several good propositions to offer in elevators in the FAMOUS MICHIGAN BEAN BELT. Alfred L. Chamberlain, Broker, Pt. Huron, Mich.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th St., Chippewa Falls, Wisconsin.

CLAYBAUGH-McCOMAS
Offices
Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.
JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

BUSINESS OPPORTUNITIES.

HAVE a new patent Compressed Air Dump, the latest out; would sell for some cash and royalty. Address P. W. Mann, care T. E. Iberson, 300 Corn Exchange, Minneapolis, Minn.

WE OFFER FOR SALE the remaining buildings and the site of elevator. Brick office 12x16x8 ft., coal shed 16x40. A money making business for the right party. For further information write Box 432, Oakes, No. Dak.

FOR SALE AT A BARGAIN.
Fine concrete elevator and malt house. Property suitable for storing, cleaning, drying, malting, etc. 150,000 bushel storage capacity. Transit rates. Property can be converted to other manufacturing purposes. Terms. Write A. J. Pick, West Bend, Wis.

TWO COMPLETE grain elevators and feed mixing plants, molasses feed units, chicken feed units, hay grinding plant, chop mills, oat crimpers, etc., for sale. Will sell on easy terms. Plants located in best grain centers in the South. For particulars write Kaucher, Hodges & Company, Memphis, Tenn.

FOR SALE.
640 acres land in Southeast Mississippi, unencumbered, on the Southern Railway, high and dry; good for farming and stock raising. 2,000,000 feet hardwood and pine timber, 300 acres in cultivation, 25 acres in clear cold water lakes stocked with bass, bream and rainbow trout; swimming pools and fountain. 30 to 50 water horse power available. Ideal for winter and summer resort. $75,000.00 in improvements. Will sacrifice for cash. Might exchange for desirable income property unencumbered. K. C. Hall, Tupelo, Miss.

MILL FOR SALE.

MODERN 100-BARREL MILL for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

BOSS CAR LOADERS for sale; several No. 8; good as new; complete, ready to install. Address A. H. Richner, Crawfordsville, Ind.

FOR SALE.

Grain drier, cap. 1,800 bushels per day. Will sell for less than ¼ price of new one. Perfect condition. Address 48C7, Grain Dealers Journal, Chicago, Ill.

COMBINATION Grain Drier for sprouting grain and steam cooking grain for sale. Ideal for making a dry sprouted grain or dried steam cooked grain for commercial feeds. Address 48D1, Grain Dealers Journal, Chicago, Ill.

DURABLE WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies. **PULLEYS**—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

OAT SEPARATOR—One Richardson RH No. 3-36, with suction, seed screen, brush cleaner and drive pulley. This machine used about three months and is in good working order. Cost $503.00 at factory in 1917. Will sell for $150.00. D. J. Toomey Produce Co., Inc., Spearfish, S. Dak.

FOR SALE.

Used Midgets, all sizes
Corn Rolls, all sizes
10 Receiving Separators
2 Williams Ball Bearing Grinders & Pulverizers
6 Corn Shellers
5 Oil Engines
H. C. Davis, Bonner Springs, Kansas.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.
Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.
Write us without delay.
Geo. J. Noth, Mgr.,
9 S. Clinton St. Chicago, Ill.

PARTNER WANTED.

TO TAKE one-third interest in established grain and coal business. Two good elevators doing big business in grain and side lines. Prefer man who can assist in management of the business or handle books. Answer if you have $10,000 to invest. Address 48C19, Grain Dealers Journal, Chicago, Ill.

FARM LANDS FOR EXCHANGE.

160 ACRES good all tillable land near Aberdeen, S. D., to trade for an elevator having good business and ample storage facilities, located in Western Iowa, So. Minnesota or S. E. So. Dakota. Write G. A. Arnold, Sheldon, Iowa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

ENGINES FOR SALE.

25 h.p. **FAIRBANKS MORSE OIL ENGINE**, latest type Y, used six months, for sale. Miles Machinery Co., Saginaw, Mich.

FAIRBANKS MORSE 20 h. p. special electric gasoline engine; in perfect condition. $350.00 f. o. b. cars. A. W. Day, Wayzata, Minn.

SCALES FOR SALE.

HOWE SCALE TEST WEIGHTS for sale. One ton (forty 50-lb. weights); good condition. Priced right. Chas. Love, Macon, Ill.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

DYNAMOS—MOTORS.

FAIRBANKS MORSE 25 h.p. Motor for sale, with starter; 1200 r.p.m., A.C. current, 220 v., 60 cycle. Address 48A23, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Grain Trader to take charge of Brokerage Office in Memphis, Tenn. Prefer one acquainted and familiar with working grain from Northern States through Memphis. State full particulars as to qualifications, references, etc., when answering.
Marshall Grain Company,
Oklahoma City, Oklahoma.

A MAN.

Wanted—A practical feed man; one acquainted with both manufacturing and marketing. We have a partly equipped plant and want to put in additional machinery to make a small up-to-date plant to take care of local and nearby territory. Most of the grain necessary can be bought locally or nearby. Manufacturing transit arrangements can be had on four through line railroads leading to all points. A splendid location in one of the best cities in Indiana. Ample capital, although we prefer a man who can make a fair sized investment to guarantee his best efforts and permanency of position. This is a rare chance for the proper party. Address 48D6, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED—Position as grain inspector. Address 47Z18, Grain Dealers Journal, Chicago.

WANTED—Position as manager or foreman in elevator; 8 years' experience in grain business. Address 48D17, Grain Dealers Journal, Chicago, Ill.

WANT position after March 1st as manager of A1 elevator; ten years' experience; can furnish A1 reference. Address 48C21, Grain Dealers Journal, Chicago, Ill.

WANTED—Position by an experienced grain man in a well located farmers elevator after March 8th. None but an A1 place accepted. Address 48A3, Grain Dealers Journal, Chicago.

POSITION wanted as manager of elevator; 11 years' experience; employed at present but can make change March 1st; married; 36 years of age; best of references. Address 48C20, Grain Dealers Journal, Chicago, Ill.

FIRST CLASS elevator man with 20 years' experience in either steam or electric plant wants position; Indiana or Illinois preferred; married; aged 44; first class references. Address 48D3, Grain Dealers Journal, Chicago, Ill.

MAN WITH 10 years' experience as manager of Farmers elevator company desires position; 35 years old; married; excellent bookkeeper; best of references. Must be good station. Address 48C15, Grain Dealers Journal, Chicago, Ill.

WANTED after April 1st—Position as manager of A-1 elevator; 14 years' experience in mill, farmers and line elevators; know the business; capable of doing the book work. Can give best of reference. Address 48D20, Grain Dealers Journal, Chicago, Ill.

POSITION wanted about April 1st, in Colorado or Western Nebraska, by married man 37 years old, with 10 years' experience as manager of a farmers grain, coal and implement business. Best of references. Can give bond. Address 48C5, Grain Dealers Journal, Chicago.

I HAVE had a broad experience in the grain business. Operated a country station for 10 years and made it show a nice profit, and have had 5 years' experience in terminal markets. If you want a man to manage your elevator and make you money, write me and I will talk it over with you. Best references. Address 48D8, Grain Dealers Journal, Chicago.

STEAM ENGINES, BOILERS.

BARGRAINS FOR QUICK SALE.

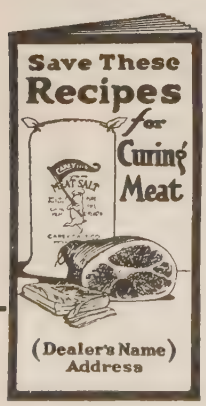
25 h.p. Fairbanks-Morse oil engine, type Y
28 h.p. Brownell steam engine
30 h.p. Brownell boiler
The Lena Grain Co., Conover, Ohio.

BARGAIN FOR QUICK SALE.

One 65 h. p. Center Crank Steam Engine with 80 h. p. High Pressure Boiler (new). Also Double Cylinder Snow Pump and all pipe connections, in first class condition. Write Farmers Union Co-op. Ass'n, Maple Hill, Kansas.

Give These to Your Trade

Books FREE TO YOU!



Thousands of requests are coming from farmers for these highly serviceable books, "Simple Instructions for Butchering on the Farm" and "Recipes for Curing Meat." These books will bring this year's big meat salt business to your store.

Tell us today—how many books of each kind you can use. We print your name and address on the front cover and ship the books FREE of charge to you.

CAREY-IZED SALT

Extensive advertising now running in the Country Gentleman, Successful Farming, Capper's Farmer and all leading state farm papers. Your customers will want these books showing:

—How to Select Stock.
—Treatment Before Slaughtering.
—Correct Ways to Slaughter.
—Dressing and Skinning.
—How to Chill.
—How to Cut Meat.
—Knives Commonly Used.
—Working Pictures and Other Facts.

Send for Your Supply Today

THE CAREY SALT CO., Hutchinson, Kans.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

9 column visible Adding and Listing Machine, cost $375.00, perfect working order; will take $75.00 spot cash or a liberty bond and balance cash. Reliable Seed Co., Salina, Kansas.

BAGS—BAGGING—BURLAP.

GRAIN BAGS FOR SALE.

4,000 second hand cotton grain bags for sale; 16 oz., 25c each f. o. b. St. Louis in large or small lots. Foell & Company, 123 Market street, St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

ADDRESS WANTED.

WANT to learn the whereabouts of L. D. Mitchell, formerly of Paris, Ky. Address 48C13, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

DEVICE FOR SHIPPING SCALES (not automatic). Warns you in any part of elevator when draft is ready for car. Material and directions at small cost. H. L. Hayden, Stockett, Mont.

When You Think of Electrical Construction or Repairing—THINK OF
Pierson-Wilcox Elect. Co.
MINNEAPOLIS, MINN.
ESTABLISHED 1898

Field and Grass Seed Trade Directory

ARNHEM, HOLLAND.
Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.
Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.
Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.
Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.
Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.
McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.
Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.
Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.
Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

ELKHART, KANS.
Muncy & Carson, grain and seeds.

KANSAS CITY, MO.
Peppard Seed Co., J. G., wholesale seeds.
Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.
Hardin, Hamilton & Lewman, grain and field seeds.
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.
Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.
Dickinson Co., The Albert, seeds.

NEW YORK, N. Y.
Julius Loewith, Inc., grass and field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.

PHILADELPHIA, PA.
Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. LOUIS, MO.
Agricultural Seed Co., cow peas.
Mangelsdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.
Jameson Hevener Co., shippers of field seeds.

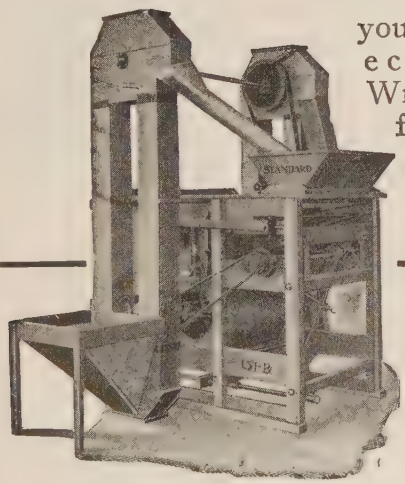
SIOUX FALLS, S. D.
North Western Seed Co., wholesale field seeds.

TOLEDO, OHIO.
Churchill Grain & Seed Co., field seed, popcorn.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

St. Marys Oil Engine Co.
ST. CHARLES, MISSOURI
Manufacturers of Deisel Oil Engines for Mills and Elevators

The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

STANDARD



you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

The International Mfg. Co.
CRESTLINE, OHIO

Since 1893
28 Years
Manufacturers
of Scales

COLUMBIA MOTOR TRUCK SCALES
Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market. COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

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Telephone Albany 4
2437-43 N. Crawford Avenue
F. Beuckman & Son, Props.
CHICAGO, ILLINOIS

Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want.
Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.

SEEDS FOR SALE—WANTED

HEADQUARTERS
on all
Imported
Clover
Grass and Field
SEEDS
Julius Loewith, Inc.
150 Nassau Street New York, N. Y.
(Formerly Loewith, Larsen & Co.)

The J. M. McCullough's Sons Co.
BUYERS — SELLERS
Field and Garden Seeds
CINCINNATI - - OHIO

North American Seed Co.
WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

COW PEAS
Agricultural Seed Company
Representing57 Years' Continuous Seed Service
Main and O'Fallon Sts. ST. LOUIS, MO.

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited Send us your samples
TOLEDO, OHIO

IMPORTERS EXPORTERS
GRASS and CLOVER SEED
Buyers and Sellers of Timothy, Red Clover, Alsyke, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
New York, N. Y., U. S. A.

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

IF you want regular country shippers to become familiar with your firm name, place your "ad" here.

OUREN SEED CO.
Council Bluffs, Iowa
Buy and Sell Red, White and Alsike Clovers, White and Yellow Blossom Sweet Clover, Alfalfa, Red Top, Blue Grass and all Seed Grains

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED — GRAIN

THE
ILLINOIS SEED CO.
CHICAGO, ILL.
WE BUY AND SELL
Field Seeds
Ask for Prices
Mail Samples for Bids

HENRY HIRSCH
WHOLESALE FIELD SEEDS
CLOVER — ALSIKE — TIMOTHY — ALFALFA
Our Specialty
All Other Field Seeds
TOLEDO - - OHIO

Council Bluffs Seed Co.
SEED CORN--NOTHING ELSE
Standard Iowa and Nebraska Varieties. Ensilage
Council Bluffs Iowa

Missouri Grown Blue Grass
Kansas Grown Alfalfa, New Crop
We are now prepared to accept orders for both
TOBIN SEED CO.
KANSAS CITY, MO.

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

SEEDS FOR SALE—WANTED

WANTED—Small car Velvet Chaff Wheat suitable for seed.
S. J. Clausen, Clear Lake, Iowa.

SEED CORN grown from disease-free seed. Only $2.45 per bushel.
E. G. Lewis Seed Co.,
Media, Illinois.

CERTIFIED GRIMM ALFALFA AND HUBAM sweet clover for sale at very reasonable prices. Full information on request. Davis Seed Co., St. Peter, Minn.

GOLDEN BANTAM, Golden Giant, Peep-O-Day sweet corn, North Dakota grown Brome and Rye grass. Ask for price.
Simmons Seed Co., Moorhead, Minn.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

THE BEST dependable varieties of seed corn and seed oats for sale, in any quantity, carload or less. Write for prices.
Square Deal Seed Farm,
Allen Joslin, Prop.,
Holstein, Iowa.

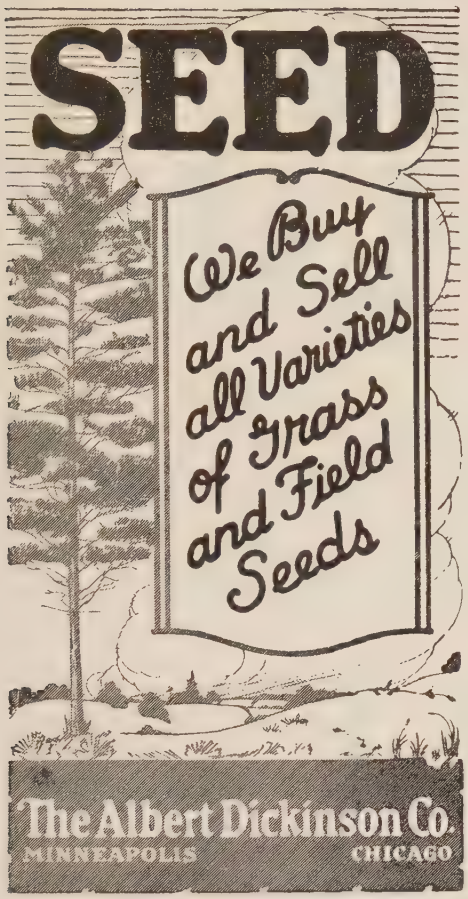
HAY WANTED.

Have You Seed For Sale?
Do You Wish To Buy Seed?
See our "Seeds For Sale—Want ed" Department This Number

WHITNEY-ECKSTEIN SEED CO.
Wholesale Seed Merchants
BUFFALO, N. Y.
CORRESPONDENCE INVITED

The Stanford Seed Company, Inc.
Wholesale Field Seeds .:. BUFFALO, N. Y.

SEEDS FOR SALE—WANTED



The S. W. Flower Co.
WHOLESALE
FIELD SEED
MERCHANTS
SPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE
TOLEDO
OHIO

COURTEEN SEED CO. Milwaukee, Wisconsin
Clover, Timothy, Grass Seed
Grain Bags

I Have Taken the Grain Dealers Journal 13 years straight and would not know how to get along without it. You are giving us a good Journal, and I hope you will keep it up.—Chas. W. Estee, Hecla, S. D.

Sell Seed the KROP-KING Way and See the Difference

FOR ten years this organization has been working on a plan to enable KROP-KING dealers to make themselves the leading seed merchants in their localities. Carefully—and by means of the most thorough analysis—each detail has been perfected. And now—for the first time in the history of the seed business—dealers are given the opportunity of taking advantage of a **real** sales plan which will practically guarantee bigger sales.

One Wisconsin dealer increased his seed business from $500 to $10,000 a year with its aid. Scores of dealers in other states are securing results almost as unbelievable. **And what's more, this selling co-operation is furnished FREE OF CHARGE.**

WRITE TODAY FOR DETAILS AND LOW WHOLESALE PRICES

The same plan which is boosting sales for KROP-KING dealers by 100 to 2000% is yours for the asking. Write us today for complete details. Ask for latest price sheet giving low wholesale prices made possible by close buying connections in the heart of the best seed-producing sections.

KROP-KING is so high in purity and germination—so hardy and vigorous-growing—that it sells itself to the farmer once he uses it. Selected from choicest stocks, cleaned by the most modern machinery known to science and packaged in attractive two-color ½, 1 or 2½ bushel bags, this famous seed meets every requirement. Not only does it satisfy the most number of farmers to the fullest extent—it increases their buying power and thus stimulates your sale of other items.

MILWAUKEE SEED CO.
116 W. WATER ST.
MILWAUKEE, - - - WIS.

CRAWFORDSVILLE SEED COMPANY
CRAWFORDSVILLE, INDIANA
We are in the market for Red Clover. We can use seed mixed with Buckhorn. Mail samples with lowest prices.
Members Wholesale Grass Seed Dealers' Association.

SEEDS Any And Every Kind Carload and Less
THE NEBRASKA SEED COMPANY, OMAHA, NEB.

Kewanee *All Steel* Truck Lift

Clark Brown Grain Co. ***know.*** They use a Kewanee and know just what it will do. Read their letter. And don't forget a Kewanee Truck Lift is ***all steel.*** No repairs are ever needed and it will last as long as your elevator.

CLARK BROWN GRAIN CO.

MINBURN, IOWA

Jan. 2, 1921.

Kewanee Implement Co.,
Kewanee, Illinois.

Dear Sirs:

Since installing a Kewanee Truck Lift last Summer right in thrashing time, without delay or loosing a load of grain, I find some other good points almost every time I use it.

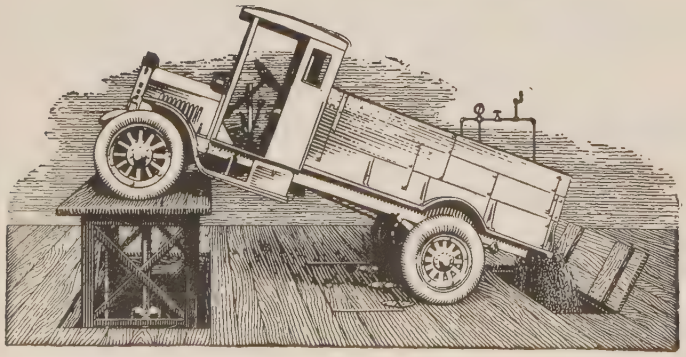
These are the three most outstanding features:

1 - Least Cost and time in installation.
2 - Easiest and safest lift on a truck.
3 - If I were needing another truck lift, it would have to be a Kewanee.

Yours truly,

H. Smith

Local Mgr.



Sold and installed by most all reliable elevator contractors. If your elevator contractor does not have blue prints and prices write us direct.

Kewanee Implement Co.
Kewanee, Illinois
Southwestern Distributors:
Fairbanks, Morse & Co., Kansas City, Mo

GRAIN DEALERS JOURNAL

309 So. LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, $2.00; two years, $3.60; three years, $5.00; single copy, 15c.

To Foreign Countries within the Postal Union, Canada and Mexico, prepaid, $2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, FEBRUARY 25, 1922

USE ONLY the new B/L after March 15th. Get a new supply *now*.

WHEAT BULLS still have the Green Bug in reserve as an argument.

LIGHTNING struck an elevator at St. Paul, Minn., last week, resulting in its complete destruction. The statistics of grain handling plants each year show that more fire losses are caused by lightning than any other single cause, yet we have not heard of any elevator being struck by lightning which was equipped with standard lightning rod equipment.

THE HOUSE of dust in which was located the headquarters of the Crop Killers Union for Kansas, Oklahoma and Texas was considerably damaged by rains that visited practically all of the Southwestern winter wheat area this week. Plenta Noise, the office manager, received an honest wetting but he was able to get to the telegraph office the next morning as usual.

THE ARRIVAL abroad of a cargo of bulk grain shipped from the Pacific Coast of the United States is reported elsewhere in this number of the Journal. The master of the vessel said the grain did not deteriorate in quality, altho opponents of bulk handling methods have stated repeatedly that cargoes of bulk grain cannot safely be carried thru the tropics. Experience having proven that this frail support of bag handling is not substantiated by facts, it would seem that bag handling should now pass out of existence on our western coast. Certainly it is wasteful, expensive and inefficient.

REPORTS of your cars seen leaking grain in transit entitle the reporting dealers to reports from you on their cars seen leaking grain. Reciprocate.

WEEVIL promise to make more trouble for operators of dirty elevators this season than ever before, hence it behooves you to clean up your plant and keep it clean. Basements would be more forbidding to the pests if given a coat of whitewash and lye occasionally.

THE DEMAND by the United Farmers of Manitoba for the re-establishment of the Canada Wheat Board seems to be meeting no response from the powers that be, who see the futility of price fixing. With the approach of Canadian exchange to normal and enhanced price of wheat the wheat growers of the Dominion have less reason to complain.

THE RISING wheat markets should give the owners of the low grade stuff which has been congesting Galveston elevators and sidetracks for some months a chance to work off the undesirable grain and make room for something of better quality. If all wheat were thoroughly cleaned and conditioned at point of shipment returns would be less disappointing and freight charges on dirt and other foreign matter would not eat up the profits.

BLACK RUST has made so much trouble for the wheat growers of the Northwest that agricultural experts generally are conducting an active campaign against the common barberry, which is credited with being the "guardian angel" of the rust spores. When it has been exterminated, the experts insist, black rust will disappear. Inasmuch as there is no dissenting opinion, the growers of barberry and of wheat must accept the decision of the experts and exert themselves to effect the extermination of the offending shrub.

THE ANNUAL conventions of a number of state ass'ns will soon be held, and it is not too early for each grain dealer to begin his plans for attending the meeting of his organization and for taking part in the business coming before the several sessions. It is only by the creation of an interest that prompts the individual member to do this that an organization succeeds, and the success of a trade in this highly specialized and competitive age is dependent upon the efficiency of the organizations which are its spokesmen in all contact with outside influences. Attendance at trade conventions is a pleasant duty that none but the careless will neglect unless forced to do so.

A BILL authorizing the appropriation of $5,000,000 for making loans to farmers in areas of crop failure has been passed by the senate. There is great probability that farmers who receive aid like this from governmental sources are not the ones actually most in need of assistance; but at any rate there is more to commend governmental assistance in this tangible form to farmers who have suffered the loss of their crops because of unfavorable natural conditions that in the activities of governmental buros in spending money for purposes that benefit nobody except the burocrats who happen to perform the job of spending.

THE COAL STRIKE may close all the union mines but so many mines in non-uniion territory will continue in operation the consumers will be able to get coal, tho at some increased cost of freight.

ACTUAL weight applies for purposes of assessing freight on most lines of railroad when grain is loaded at point of origin to within 24 inches of roof at side walls of car to provide for federal, state or official inspection. The actual weight becomes the minimum weight permissible in a carload under such conditions; and B/L should be marked to show the car has been loaded to within 24 inches of roof at side walls.

BROAD CASTING grain market information insures such a great economy of time, labor and energy in sending and receiving grain markets, the wonder is every central market does not quickly grab the opportunity for disseminating important information. Grain growers and handlers throughout the land need this information, and no doubt, many thousands will install receiving apparatus the minute the exchanges start to broad-casting their markets by radio telephone as seems probable in the early future.

THE TIME for filing income tax returns has been extended to June 15, with the provision that tentative reports and part of the tax must be filed by Mar. 15 for calendar year business and by Apr. 15 or May 15 for fiscal year business. Thus a brief respite is given, but it is only a delay to give the Treasury Dep't time to finish some new regulations it is working on, and it may be those regulations will make one wish the extension had not been granted. In this connection, it might be pertinent to remark: "Who wouldn't take part in a Boston Tea Party!"

ECONOMIC laws are like gravity in that they are always functioning. No legislation can force men to accept debased currency at par in exchange for the necessities of life. No laws can compel the farmer to grow grain at a loss to feed the coal miner who wants full time pay for half time work. No legislation can create the wealth the world has destroyed in war. When each element in the population of the globe has been made to realize and to put into practice the principle of producing more than it consumes then will we be restored to our former economic position.

TOO MANY organizations purporting to be working for the help of the farmer, and not enuf activity on the part of the farmer to help himself, is the way J. W. Shorthill, of Omaha, described the situation when he spoke at the recent convention of the Farmers Grain Dealers Ass'n of Kansas. The real farmer of the country has long recognized that he has received no tangible assistance from the agitator, and he is not expecting assistance from that source or from any other. He wants only an opportunity to work and to receive the fruits of his labor and initiative because he knows that only by this method can he and the nation as a whole expect to achieve worth while success. Communism, he knows, has little in common with "life, liberty and the pursuit of happiness."

CARS have been in such bountiful supply recently that would-be grain shippers have not found it necessary to tip the train crew; but no doubt the abuse will crop up again when cars become scarce unless some organized move be made to outlaw the practice.

ELEVATOR IMPROVEMENTS now planned will no doubt be got under way early so as to have new facilities in prime working order at the time the new crop starts to move. The procrastinator who waits until the new crop is assured will find his plant in the midst of overhauling when the farmers start to market the crop, so he will be sure to have it ready for handling grain of the 1923 crop. Formulate improvement plans early.

SWEDISH farmers want an almost prohibitive tax on American grain coming into their country. United States farmers want the same barrier set up against Canadian grain in our own tariff regulations. Without attempting to argue the merits or demerits of a tariff, protective or otherwise, just where would any of us be if every nation refused to permit the importation of goods from other countries, or taxed them so heavily the trade would be unprofitable?

BULK HANDLING of grain has given such complete satisfaction wherever tried at Pacific Coast points that those recently convinced of its superior advantages are now planning to build extensive elevators for facilitating the economical marketing of all grain. The trade on the Pacific Coast has been slow to adopt modern mechanical facilities for handling grain, notwithstanding they were aware that the middle and eastern states had long since abandoned the marketing of grain in bags.

THE directors of a corporation are charged by the law with certain duties, and it is possible that when these duties are not discharged the directors themselves may become individually liable. A suit by the attorney general of Montana is attempting to enforce this liability against the directors of a grain growers corporation which failed last year. If the state makes good its case those men may have something to say about the matter the next time their names are proposed for election to the directorate of a similar organization.

A RECENT decision of the Interstate Commerce Commission apparently sets up the rule that a certain charge for a service may be reasonable when cars are plentiful and unreasonable when cars are scarce. The particular case under consideration involved lumber, and the question turned upon failure to reconsign within 48 hours after the day following notice of arrival. However, there is no essential difference between lumber and grain or any other commodity; and an attempt to enforce one rule under one set of conditions and another rule under different conditions would lead to endless confusion. The fair method for assessing charges for any transportation service is to determine what the service is worth and then to proceed upon the basis of fact thus formed. Computing charges upon the basis of expediency is fundamentally wrong. It can only be fair as a matter of accident.

IMPROVED business conditions are reflected in the decrease of idle freight cars and in the increase of the number of cars loaded with revenue freight. The pessimists are on the run and it is to be hoped they will be given no opportunity to stop, even for a brief rest.

THE FEDERAL TRADE COMMISSION lost its suit against the Fruit Growers Express to compel the latter to abandon its contracts with railroads to use exclusively the refrigerator cars of the Express. After a few more decisions the Commission will learn that it is not authorized to regulate the universe.

ONE BY ONE, the creations of scheming agitators fall before the application of the principles of common sense and fair dealing. The latest house of cards to topple over is the North Dakota grain laws which attempted to give the state politicians regulatory control of the grain business within that commonwealth. The laws have been declared invalid by the U. S. Supreme Court, and thus the principle of the right of individuals to engage in and to carry on honest business is reaffirmed. *Next!*

JUST PREVIOUS to the last election everybody was agreed that we should have much less government in business, and more business in government. The members of Congress having formed the habit of interfering with business seem unable to change these tactics so business is still threatened with all kinds of clumsy destructive legislation which ignores all economic laws and business principles. So long as business men are handicapped and regulated by excessive taxation and unreasonable regulations, they will not initiate new ventures. If our politicians ever become convinced that they do not know more about business than the men in business, they may refrain from enacting more socialistic legislation which has a tendency to strangle all enterprise. Now every gang of loud-mouthed agitators which hangs around Washington conducting active campaigns for special legislation gets it, notwithstanding it is contrary to the best interests of the country at large.

THE SUGGESTION by an Oklahoma dealer in "Letters" Dep't of this number of the Journal that country elevator operators in the Southwest should encourage their farmer patrons to plant grains rather than cotton on any wheat acreage that may be abandoned is undoubtedly a good one from the standpoint of the grain trade in the section affected. It is true, perhaps, that all might not be able to agree on the proposition that grain sorghums, or any other grain, is better for the farmer than cotton; but the advocate of grain sorghums would have just as many good points for argument as the exponent of cotton. Under normal conditions, grain sorghums are profitable crops. That has been proven. Likewise, it is beyond dispute that the section in the Southwest where wheat acreage abandonment is likely to be greatest is admirably suited to the growth of grain sorghums; and these facts give the grain dealer an excellent opportunity to serve his community and at the same time to work for a crop more favorable to his own business next winter.

A WORLD WIDE marketing organization is the ambitious plan of the chairman of the Australian Voluntary Wheat Pool. Is it possible that even one well informed person believes such a scheme would serve any useful purpose?

IT IS NOT far in the future to a time when the coopering of cars for grain loading and the removal of grain door barricades when cars are at their destination, will be an easier and simpler matter than it has been in the past. Elsewhere in this number of the Journal a new grain door and a grain door fastener are described. Both devices have progressed to the point where an important grain carrying railroad is advocating their use, and it should be but a step to the adoption of some such economical and labor saving doors and fasteners by all carriers. It may yet be that the *real* coopering of cars, and the removal of obstinate doors, may exist only in the memory of old timers in the trade.

CORN GROWERS as a rule aim to plant varieties which promise a large yield, and in the Northern section of the grain belt, preference is given to early matured varieties in hopes of escaping Jack Frost. In this number are the conclusions of Chief Inspector W. L. Frank who has been investigating different varieties of corn with a view to encouraging the growing of varieties which grade best. In other words, he desires farmers to plant corn which gives the greatest promise of testing high in weight per bushel. This, of course, would increase the cash return per acre. In this investigation more than 20,000 determinations have been made and recorded, and additional tests are now being made on South Western corn. Mr. Frank's suggestion is no doubt new to many growers of prize varieties of corn, but the thought is a good one, and worthy of a thorough trial.

FIRE is the friend that enabled man to rise above his position as a brother of the beasts of the field; and fire is an enemy that strives always to destroy man and the works of his building. This fact becomes all the more apparent when one reads report after report of the destruction of property by flames, and we have grown so accustomed to the presence of the enemy that we do not properly realize the extent of the tremendous toll it takes or of the part our own carelessness plays in making its ravages possible. During the year 1921 not less than 300 grain elevators were burned in the United States and Canada, while about 179 were damaged by fire. The actual figures may run even higher than these, but this number of fires is known to have occurred in grain handling plants. In this number of the Journal too many fires are reported, and while it may not be possible to point out individual responsibility in most cases it is not incorrect to say there is no individual responsibility in practically every case. The need is for recognition of this fact, and for determined action to the end that we, as individuals, may never be responsible for a fire. When each shall have made this determination and taken action to make it operative preventible fires will cease.

BONUS in cash is not favored by merchants, the referendum vote of the Chamber of Commerce of the United States having been 72 per cent against the bonus.

THE HIGH COST OF GOVERNMENT is one of the greatest hindrances to the return of normal business conditions. Less than 4 per cent of the taxes collected by the federal government are used for the primary functions of government. Three-fourths of the funds collected are expended unproductively.

FIELD SEEDS shipped in interstate commerce will have to carry their pedigree and life history with them, if the bill recently introduced in congress becomes a law. Perhaps there may be need for such a law if regular field seed dealers are to be eliminated and business conducted direct between farmers thru the machinations of county agents. But how much better it would be if farmers would buy field seeds only from established dealers, who are in position to know about such matters as quality, purity and viability.

CHANGES innumerable are being made in the grain trade, so that the marketing of the 1922 crop will bring to light many new firms. True, most of these firms are composed of men old in the business at other points or with other firms, but every market seems to have lost a number of old time firms who will be missed when the new crop starts to move in volume. Dealers seeking new connections involuntarily stop and ask if former dealers with whom they had satisfactory relations are still in business. Old mailing lists will be found poor producers of new business.

OUR FOURTH installment of letters from operators of grain elevators on railroad right of way adds still more convincing proof of the greed of the carriers. One or two lines are still renting ground to grain dealers at reasonable rentals, but the majority of the grain carrying roads are asking more and more each season, regardless of the service rendered to the carrier by the grain shipper. The general practice of the carriers to keep pushing up rentals indicates that the operators of country elevators must take an organized stand against this extortion if they are ever again to enjoy reasonable rentals.

THE COST OF GOVERNMENT interference with business is exemplified by the Minnesota state bonding law, which is criticised by the Chairman of the state Railroad and Warehouse Commission in an article published elsewhere in this number of the Journal. The losses sustained by holders of storage tickets thru some default of local warehousemen during the past 25 years are estimated by him not to have aggregated $150,000, but if the law had been in effect the same number of years the warehousemen would have paid out $3,750,000.00 as premiums on bonds. Unfortunately the grain business and many other lines of trade are burdened with supervisory and regulatory legislation which is just as objectionable, tho it is impossible to set down in such exact figures the loss to the community. If the producers and consumers knew exactly that for one per cent of plausible benefit they are paying 99 per cent useless taxes they would call a halt on the bureaucratic activities of both federal and state governments.

THE WORM is beginning to turn against burocratic inquisitorial, regulating, censoring and supervising dictatorship by government. The current reaction against the federal prohibition law is not so much that those against the law want to indulge in strong drink as they resent interference with personal liberty.

When the Elevator Burns.

A recent bulletin issued by the Mutual Fire Prevention Buro contains the record of two elevator fires, and gives positive evidence of the difference in effect that may be created by different courses of procedure in cases of fire in grain elevators.

When the elevator of the Mayes County Farmers Co-operative Ass'n at Adair, Okla., burned the manager consulted a local attorney to learn what he should do. The attorney advised him to proceed to handle the salvage without delay. The fire loss was considerably reduced by this timely action.

At Wright, Kan., when the plant of the Wright Co-operative Exchange burned, a local fire insurance agent told the manager to make no attempt to handle the salvage on his own initiative. The amount realized from the salvage was very small.

Grain elevator operators, by studying the contract portion of their insurance policies will find that there is a plain statement making it the duty of the owner of the property to use all possible means to preserve that portion of the property which remains after the fire. Damage resulting from failure to comply with this condition must be assumed by the owner. This fact should influence every grain dealer who has the misfortune to be visited by fire in his plant to care for the grain immediately, rather than to permit delay to impair its value still more.

While it is not possible to prescribe general rules for the handling of salvage, the first requirement in every case will be to keep unnecessary water away from the grain. After that, the grain should be removed from the burned structure. Many times, grain that is otherwise in reasonably good condition is rendered worthless by water poured upon it in an effort to extinguish fire when the mere putting out of that fire will do no material good. Thus, if the plant is already destroyed and some of the fallen portions are still burning, it will do no good to flood piles of grain with water in order to extinguish small blazes here and there. Good practice requires that attempts to put out the fire stop when no good can be accomplished, and that thereafter all efforts be directed toward removing grain that is still usable. Often salvage crews remove grain from positions where the heat is so intense that men can remain on the job only a few minutes at a time, but by working in relays they succeed in saving much grain that would otherwise be destroyed.

When the grain is away from the structure, it should be conditioned to remove excessive moisture, dirt and other foreign material. Usually this will require shipment to a cleaning elevator, and all such shipments should be started at once. Even in cases of car shortage, railroad companies will usually see that cars are provided for this service.

The major requirement applicable in the case of every elevator fire is action. Delay, while waiting for the insurance adjuster, always proves costly. All insurance companies will be glad to have you handle the salvage just as tho you had no insurance.

The Co-operative Marketing Law.

The Co-operative Marketing Law, which has been signed by the President, is class legislation in the sense that it authorizes farmers to combine into trusts; but nowhere in the law is there authority for the combination to monopolize or restrain trade, or to enhance prices unduly.

Altho the Sec'y of Agriculture is directed to file formal complaint against any farmers' organization unduly enhancing prices the law does not reserve to him exclusively the power of attacking a farmers' organization that is restraining trade. There is nothing in the new law to prevent the Department of Justice from proceeding to indict a farmers' combination for unduly enhancing the price of products.

Having combined the farmers may agree on a price, but it must be a fair price. Lumber, cement, steel and oil companies are not permitted by the anti-trust act to combine for the purpose of selling, even if they fix a fair price. The fact that they have combined makes them guilty. The farmers' guilt does not commence until the price set by them is unduly enhanced.

Whether prices have been unduly enhanced is a question of fact to go before a jury, and before a jury of consumers of farm products the farmers would be in an unenviable position.

If such legislation substituting the effects of combination for the combination itself as the criterion of crime proves workable it would seem fair to grant other industries and trades and merchants the similar privilege of being judged by their fruits.

Farmers' Resentment Perils the Republic.

Unprincipled agitators who are taking advantage of the despondency of the farmer to make him believe he is the victim of a system that takes everything from him and gives him nothing are fanning the flames of a revolution. Their propaganda is leading to a form of political insanity, like that of which the Roman Republic died.

Farmers who bought land at the top of the boom are to be pitied, as are the tenant farmers who made leases that they can not fulfill. Instead of encouraging them to believe they are the victims of a system they should be led to reflect that they are the victims of their own lack of judgment, and that others are worse off than they are.

The coalition of the farmers and the radical labor element that is bound on getting control of the railroads of the country which now seems impossible on account of the divergent interests of both would be the natural outcome of this progressive insanity. What is needed is an educational campaign such as that conducted in only one field by the Grain Dealers National Ass'n, with a view to dispelling the fallacious economic heresies of those farmers who have been misled by the agitators.

Asked—Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Publication on Hedging?

Grain Dealers Journal: Where can we obtain a publication which explains the hedging of grain?—Western Terminal Elevator Co., Ltd., Fort William, Ont., Canada.

Ans.: A 16-page pamphlet on the subject "'Hedging' in the Futures Markets," by Rollin E. Smith, is a well written and authoritative treatise on the hedging of grain.

L. C. L. or Carload Rate?

Grain Dealers Journal: Can a railroad company charge the less than carload rate on its ties from Kansas City to Lewistown, for repair work on a private spur, when we all know that the said ties came in here in carload lots? —G. L. Friedlein, mgr. Farmers Elevator Co., Lewistown, Mont.

Ans.: The fact that a railroad company is able to make up a carload by combining the shipments of different consignees does not entitle the different parties to the carload rate. To give a shipper the carload rate on an l. c. l. shipment would be rebating.

It would have been lawful for the railroad to have sold the ties delivered Lewistown at a price that was Kansas City plus the carload rate, or regardless of the rate to Lewistown.

Special Car Supply for Hot Corn?

Grain Dealers Journal: I have started suit in the Circuit Court against the railroad company for discrimination in furnishing cars whereby I lost $1,100 in 1917 on two cars of corn that I was compelled to hold because the railroad company let the cars go to other shippers here.

To win this suit I need a decision I remember reading in the Grain Dealers Journal by the Interstate Commerce Commission giving an order for the distribution of cars. Will the Journal give the reference to the decision?

I ordered a car for some hot corn and the agent's helper told me I could have one that had just come in with lumber; but the agent permitted the lumber man to load a few pieces into the car and send it to Gibson City and I did not get any car for 9 days. I moved the corn once or twice a day except Sunday, but it got red hot and was sold in Peoria at a loss of 30 cents a bushel. Had I got the car the next day the corn would have sold for $1.49.

A few days later the railroad company got another empty but gave the car to the other elevator man here who did not have any corn on hand but had to get some one to shell next day, and let my corn burn.—J. S. Cameron, Elliott, Ill.

Ans.: The latest decision by the Interstate Commerce Commission on car distribution is published in full in the Journal, Jan. 25, 1922, page 119.

The original decision on which all present rules are based was published in the Journal Dec. 25, 1917, page 991, and in 47 I. C. C. 475. In this decision is the following paragraph bearing upon the specific point of furnishing cars for hot corn:

"Situations may arise where it is necessary to move grain from a particular elevator to avoid its deterioration, as, for instance, where corn becomes heated or where an elevator has been damaged by fire or exposed to storm and as a consequence the grain is exposed to the elements. It should be within the discretion of carrier's officials to meet such emergencies and in the measure necessary deviate from their car distribution rules."

However, in order to hold the carrier under this clause evidence must be presented to prove that the carrier's agent was notified that the corn on hand was in such condition that it was deteriorating daily or even hourly, making it imperative that the car be supplied immediately. This would be the agent's authority to deviate from the rules, if any, that permitted him to supply the lumber dealer or the other shipper, and give all cars needed to the grain shipper having the hot corn. Such notice having been given, the carrier seems liable for damages.

War Tax on Demurrage?

Grain Dealers Journal: In a recent number the Journal answered an inquiry relative to obtaining refund of war tax assessed on demurrage by stating that Treasury Decision No. 3022 of May 26, 1920, defines demurrage as a charge and penalty imposed by the railroad company for the detention of its cars and not a part of the transportation charge, therefore not subject to the tax.

We have made several small claims against the Internal Revenue Service on Form No. 46 for refund of tax on demurrage and these have been returned refused by the Commissioner. We were informed that demurrage is part of the transportation charge and subject to the war tax.

Will the Journal please give us the latest ruling on the subject?—Southern Kansas Grain Co., by M. E. Thompson.

Ans.: Demurrage is taxable under the latest decision of the Commissioner of Internal Revenue, given Nov. 27, 1920, as T. D. No. 3096, revoking T. D. 3022, and provides:

T. D. 3022 is hereby revoked so that Arts 2 and 51 of Regulation 49 revised, will be as follows:

Art. 2. The word "transportation" means movement of persons and property, including all services and facilities rendered by a carrier. It includes receipt, delivery, elevation, transfer in transit, ventilation, refrigeration, icing, storage, demurrage, towage, lighterage, trimming of cargo in vessels, wharfage, handling of property transported, feeding and watering of livestock and all other incidental services.

Art. 51. Amounts paid for storage, if a part of transportation, are subject to tax. Storage after delivery to owner is not a part of transportation. Storage before delivery to owner is a part of transportation and subject to tax. After notification of consignee that goods have arrived and he fails to remove it in a reasonable time, storage thereafter is not subject to tax.

Recovery for Error of Telegraph Co.?

Grain Dealers Journal: On July 12, 1921, I sent a Western Union message in code (Robinson's) to a Baltimore receiver accepting his offer on four carloads of wheat.

The word "affright" in my message was changed to "affrighted" in transmitting the message from the Baltimore main office to the receiver, and the receiver sold 5 cars for my account.

The market advanced and the error was not detected for three days, and it was necessary for me to furnish another 100,000-lb. car of wheat that I could have sold at this advance of 5½ cents per bushel.

When this happened the receiver called on the manager of the telegraph company at Baltimore, who advised him to have me make claim from this end, which I did, but Western Union refused payment on the ground that I was not compelled to furnish the 5th car unless I so desired.

The receiver filed claim at Baltimore, but all the telegraph company would allow as damages was the cost of sending the original message, 88 cents, for which they twice sent a check but which I refused to accept. What is the Journal's opinion on the whole matter?—E. K. Sowash, Middletown, Ind.

Ans.: This message was sent one day before the new rules on liability of telegraph companies went into effect, July 13, as published in full in the Journal May 25, 1921, pages 862 and 863. On July 12th according to the interpretation of the lower courts the fine print on the back of the telegraph blank governed the liability of the telegraph company because the fine print conditions had been filed with the Interstate Commerce Commission, and the damages recoverable on an unrepeated message are only the cost of sending, 88 cents. Under the present rules the damages are $500.

When the Baltimore receiver received the shipper's confirmation calling for four cars he evidently immediately advised the shipper of the error, as was his duty. It then devolved upon the shipper to state whether he intended to furnish four cars or five cars. If the market had gone down the shipper should have agreed to furnish the five cars and pocketed the profit due to the error of the telegraph company. As the market advanced, instead, the shipper should have sought some way of getting out of furnishing the extra car, by persuading the buyer to cancel the one car. If the buyer declined to cancel, in view of the fact that his contract was good for five cars, and shipper definitely stated that he would not furnish the fifth car it would become the duty of the buyer to go into the market and buy in one car for the account of the shipper, or whom it may concern. To recover his loss the buyer then would have recourse against the telegraph company for 88 cents, or against the shipper for the full amount, for the reason that the telegraph company was the agent of the sender. If the sender had used the Postal Telegraph Co., the wireless, or some other code the error might not have occurred. After the buyer got judgment against the shipper for the full amount the shipper could recover from the telegraph company 88 cents only.

In this case the shipper seems to have been too willing to make good the telegraph company's error by furnishing the extra carload.

Chokes.

By Cal.

THE FEED GRINDER, attrition mill or corn sheller not protected from "tramp" iron by a magnetic separator may someday walk out thru the side of the building.

GOOD TOOLS only stay good so long as they are properly cared for. That is another reason why it pays to have a place for everything and to keep everything in its place.

EXAMINE the screw conveyors occasionally, looking for worn lining in the box and loose couplings. The nuts on bolts in couplings should always be kept tight.

ELEVATOR BUCKETS that are bent or otherwise damaged should be removed and repaired, or new ones substituted in their place, without delay. To wait in the belief that the bucket is still good enough may result in a serious and expensive breakdown.

DIRTY electric light bulbs indicate poor housekeeping to say the least. They may also forecast a sudden and unexpected trip for some elevator operator, and the destruction of the house via the dust explosion route.

THE BOOT will welcome a thoro cleaning occasionally, whether it needs it or not. As one part of this job, the covers that are designed to keep dust away from the bearings should be removed in order that accumulated dirt may be cleared away; and oil pipes should be inspected to make sure they are not stopped.

DROP HANGERS having a ball and socket feature for self adjustment should not have their adjusting screws set so tightly they cannot seek their own alignment. Neither should the screws be loose enough to permit unnecessary movement. The right way is to make them just tight enough, then quit.

ROLLERS, or belt tighteners of whatever nature, in elevator legs or elsewhere, do little or no work. But don't think that is an excuse for failure to lubricate their bearings. Remember the strain upon them is slight in most cases, but their speed is considerable and they can get as hot as any other bearings. Rollers that cannot be inspected readily should have just one good inspection, and that started for the purpose of bringing them out into the light or removing them entirely.

BEARINGS of the ring, chain or collar oiling type should be flushed with kerosene once or twice a year to remove dirt and caked oil. Drain the oil from the reservoirs, replace drain plug and fill with kerosene. Start the machinery and run a short time without a load, then drain off the kerosene. When all the kerosene has dripped from the bearing, and when the outside has been wiped clean, refill the reservoirs with new oil of good quality. None of the kerosene should be permitted to drop to floors, posts or other objects below the bearings.

Bonding of Local Warehouses

BY O. P. B. JACOBSON, CHAIRMAN, MINNESOTA RAILROAD AND WAREHOUSE COMMISSION.

The Minnesota law providing for the bonding of local public warehouses for the protection of holders of outstanding storage tickets officially is known as Chapter 428, General Laws of 1921. The measure was introduced by Representative Tim Perry, of Little Falls, and passed both houses of the legislature without a dissenting vote, on the ground that it provide additional protection to producers of grain.

If I am correctly informed, the measure was prepared mainly on account of the failure of the lessee of an elevator at Royalton, and for which losses to the holders of storage tickets were threatened. It is believed that if the local warehousemen are bonded to a sufficient extent to cover any possible amount of grain that they may have in storage at any given time that a reliable safeguard will be provided for the benefit of the owners of the stored grain, in the event that the warehousemen go broke.

The act went into effect immediately upon its passage in April, 1921, so that we have had almost a year's experience with the actual operation.

According to J. T. Probstfield, Supervisor of Local Warehouses, there were on Feb. 15, 1922, 1,575 local grain warehouses under state license to handle grain. These were classed as follows:

Number bonded	1,235
Number unbonded	166
Number not required to give bond	174
Total	1,575

In all probability, the number of unbonded warehouses will be greatly reduced in time as the department of local warehouses is in constant communication with the managements of the respective houses and every now and then additional bonds are submitted for approval.

Cost of Bonding Department.—It may be stated in this connection that Mr. Probstfield estimates that it will cost about $17,000.00 a year to maintain his department with the additional work imposed by the local warehouse bonding act. It will be necessary to increase the office force, to obtain additional office room and additional supplies. Formerly the department expense was about $7,500 annually.

The legislature failed to make any appropriation for carrying out the provisions of this bonding act and the commission had no other means at its disposal to the enforcement of the act, other than the grain inspection fund. I might state that the latter fund is a much abused proposition. It has been called upon time and time again to provide means for carrying on various public activities associated with the grain trade and it is a question whether the limit of reasonable demands has not been reached. As will be seen from Mr. Probstfield's estimate it will cost the state from $9,000 to $10,000 per year to comply with this measure.

We find that there is very little disposition on the part of the warehousemen or the grain shippers to criticize the law. In a great degree they realize that the law was enacted in order to cure an evil in the grain trade that might become quite serious under certain conditions and as good loyal citizens you are all willing to comply with the letter as well as the spirit of the law.

Surety Company Bond Required.—However, we find that there is considerable criticism as to the methods of providing bonds. Inasmuch as personal bonds are not acceptable in the present case, it becomes necessary for the warehousemen who are amenable to this law to obtain a surety bond from some bonding company A standard minimum charge is $4.00 per thousand dollars. Whether this is excessive or not is not for us to say.

We learn that many surety companies before issuing a bond, require each of the directors of the elevator company to file with the company an indemnity bond for the full amount of the bond given to the state. These indemnity bonds may be personal. The question immediately arises in the mind of the average man as to why any distinction should be drawn between personal bonds. It is asked of us time and time again if a personal bond is sufficient or satisfactory to a bonding company why should it not also be sufficient and satisfactory to the state of Minnesota.

Warehousemen in Unsatisfactory Position.—The Railroad and Warehouse Commission has attempted to make the conditions of the bond as easy for the warehousemen as possible and of this you have ample evidence in the resolutions of the Commission relating to this subject.

By Section 5 of Chapter 254 of the General Laws of 1919, Section 4481 of the General Statutes of 1913, relating to grain warehouses, was amended so as to make it mandatory or compulsory upon all public local warehouses to receive grain for storage up to the limits of its capacity. This provision rather leaves the local warehouseman in a rather dubious and unsatisfactory position. They are compelled to receive all grain offered until the warehouse is full but they cannot accept any grain, except through cash purchase, until they have filed a bond with the State Railroad and Warehouse Commission. It has been suggested that the compulsory feature of this act be repealed. This is not a question upon which the Commission has any opinion, as it is purely legislative, and the legislature no doubt will be governed by the expressed wishes of the farmers of the state. As it is now the unbonded warehousemen are placed in a sad position.

Cost of Bonds.—We learn that general compliance with this law on the part of the local warehousemen will cost them about $150,000.00 a year. This estimate is based upon the records of the office of the Supervisor of Local Warehouses, using the rate of $4 per $1,000 as the average charge. While the estimate is a rough one it is none too high, in all probability. Well, $150,000 a year is a considerable sum to add to the expenses of the grain trade, which already is heavily burdened by various federal, state, railroad and grain exchange rules and regulations.

It is a question, therefore, if the benefits derived from this law are worth the price. Without much question, the expense is passed back to the grain producers and, therefore, it is for them to decide whether this additional protection is worth the money that it costs.

It is estimated that the losses sustained by holders of storage tickets thru some default of local warehousemen in the past 25 years have not aggregated $150,000. Of course, no figures are available, but the estimate is made by a man who is in better position than any other man in the state of Minnesota to make a computation of this kind. Had this law been in force during the past 25 years the warehousemen, at the rate of $150,000 a year, would have paid out approximately $3,750,000 as premiums on their bonds to the state during that period.

Granting that the bonding law is an admirable one and is of distinct benefit to the grain producers it then becomes necessary to consider if the cost of its enforcement may not be materially reduced. It has been suggested that a mutual bonding company be formed to handle the situation. The expense of organization should not be heavy and after it was in order the cost of maintenance would be light and the assessments merely nominal, assuming that the losses would be no heavier in the future than they have been in the past.

If it is impracticable to organize a mutual bonding plan it may be that arrangements may be made with the bonding companies by which they will consent, after writing a bond for the maximum estimated amount, to return a rebate to the warehousemen in the event that their total storage of grain at any one time did not reach the maximum estimate. The difference between the cost of the bond and the sum that should have been paid on the total grain stored could be refunded in cash or credited on a bond for the ensuing year. Some such arrangement would be fair to all concerned and it seems that it ought to be feasible.

THE American Ass'n of Cereal Chemists will hold its annual convention in Kansas City, Mo., June 5 to 9.

A CONFERENCE, called by Sec'y of Commerce Hoover at the request of Pres. Harding, to consider regulations for the government of wireless telephones, will be held in Washington, Feb. 27. The assignment of wave lengths, hours of usage, etc., will be considered.

Oppose Massachusetts Feed Law.

A special com'ite was appointed recently by the Grain Board of the Boston Chamber of Commerce to appear before the state legislature at a hearing on a proposed bill for the registration of feedstuffs.

The com'ite, which is composed of Charles M. Cox, Herbert L. Hammond, LeRoy E. Cutting and Walter E. Smith, appeared at a hearing and opposed a bill which would fix a tonnage tax of 5c per ton on feedstuffs sold in Massachusetts.

As a result of the opposition, it was announced by the director of the Massachusetts Agricultural Experiment Station that a new or substitute bill would be drawn, requiring a registration tax instead of a tonnage tax. A hearing on this will be given later. No report was rendered to the legislature by its com'ite on the original bill.—S.

New B/L Effective March 15.

The new form of bill of lading, approved some time ago by the Interstate Commerce Commission and published in full in the Journal for Dec. 10, 1921, pages 776 and 777, will become effective Mar. 15.

The Commission has indicated that it does not favor the use of the old form until stocks shall have been exhausted, altho the carriers desire to do this as a matter of economy. The carriers have, therefore, stated they are disposed to permit the use of old forms on hand until July 1, provided they are stamped to indicate that the terms of the new form are applicable; but the wording of the suggested stamp expressly excludes shipper's order bills of lading from the provisions.

This will require that grain dealers, who use almost nothing but shipper's order bills of lading, shall use the new form on and after Mar. 15. Every shipper should take up the matter with his railroad agent at once to make certain the new form will be available on that date.

Southwestern Conference on Wheat Grades.

Much has been said in the Southwest in recent months about the application of the requirement "heat damaged kernels" as a factor in the grading of wheat. The matter has been discussed in numerous ways, but the dissatisfaction that exists has not been corrected; and because the percentage of heat damage in a large portion of the 1921 crop of southwestern wheat is sufficient to affect its grade, the subject is a live one with country shippers, millers and exporters in that territory.

On Mar. 1, a conference to consider the subject will be held in the Chamber of Commerce rooms at Oklahoma City. Representatives of the Dep't of Agriculture will be present, and southwestern dealers generally will attend. The views of all interested persons will be heard, and it is hoped that a better understanding may be reached so that inspectors and grain dealers will have the same conception of heat damage and thus be able to work more closely together.

A recommendation by the Grain Inspection Supervision Com'ite of the Fort Worth Grain & Cotton Exchange was published on page 177 of the Journal for Feb. 10. In this it was proposed that specifications for the definition of heat damage shall provide as follows:

That kernels or particles of wheat in samples, to be designated "heat damage," shall be: Very brittle in texture; mahogany in color thruout entire kernel; high in acid; bitter in taste (determined by chewing); musty in odor; absolutely detrimental in quality for flour making. Skin burn grain or other discolored grains not brittle, acid, bitter, or musty are not to be classed as heat damaged.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

T. P. & W. 8291 passed thru La Place, Ill., Feb. 15, east bound on C. I. & W., leaking yellow corn in a stream.—V. Hawthorne.

D. & S. L. 52102 passed thru Nickel, Ind., Feb. 8, leaking corn at door. Train moving rapidly so had no opportunity to repair.—Nickel Grain Co., Nickel (Valparaiso p. o.), Ind.

M. P. 40553 passed thru Shannon, Kan., Jan. 24 in eastbound train leaking wheat badly from one (front) corner.—J. E. Duncan & Son, per J. M. Duncan.

I. C. 35467 leaking white corn, passed thru Raub, Ind., on Big 4 on morning of Jan. 6.—Harry E. Garrison.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Word of Appreciation.

Grain Dealers Journal: I wish that I might know personally the gentleman who penned the article "Think Right and You'll Be Right" on the front cover of the Christmas Number of the Journal.

This one article is worth the price of the Journal for a hundred years. I have been educating myself in accord with his thought for many years, much to my personal advantage, and, I trust, to those with whom I have been associated.

His expression of thought has been a wonderful inspiration, and I feast upon it with a much greater satisfaction than I would at the most noted banquets. So great has been my enjoyment that I have mailed more than two thousand copies to my friends and patrons.—W. E. Gest, Defiance, O.

A Busy Elevator in Nebraska.

Grain Dealers Journal: In the Journal for Jan. 25, page 108, we read of busy elevators; so we will tell of our work at Colon, not to boast but that others may know Colon is on Nebraska maps.

During July, 1921, we received 45,486 bus. of wheat, 28,409 bus. of corn, and 6,497 bus. oats. On July 8 we received 182 loads, on the 16th 160 loads. On July 21 we received from 18 different patrons a total of 20 loads of wheat and 231 loads of corn, making 13,801 bus. of grain. On the latter day, our elevator was nearly full at noon so we stopped the shellers, but a day or two later those same shellers sent in 55 loads. At 4 p. m. 4 cars were set for us and we finished the day's work.

On this busiest day my wife and myself did the work alone, and during the entire month we had extra help but 49 hours. Mrs. Nelson did the weighing and some book work; I took care of the outside duties, disposed of the grain and did the remainder of the office work. We keep double entry books and I quote from our auditor's report: "Your books were in excellent shape."—F. L. Nelson, mgr. Farmers Union Co-op. Ass'n, Colon, Neb.

Iowa Idea for Hastening Return to Normalcy.

Grain Dealers Journal: At a recent conference of farmers and business men held in Fremont, Ia., an idea was brought forth that would assist in the re-establishment of commercial equilibrium if it were to receive favorable action by our government. It was expressed in a resolution adopted on my motion and providing substantially the following procedure:

That the government of the United States propose to debtor European governments that for every dollar paid to us on its war debt by a foreign government we give to it absolutely free a dollar's worth of farm products, manufactured goods or raw material. The products so given would be delivered at the American seaboard, the basis for value to be the cost of production plus a reasonable profit; and the proposal is to make the plan effective for one year from the date of its adoption.

The resolution further expressed absolute opposition to any direct cancellation of European war debts.

If this plan were to be approved, the farmer would receive an equitable price for his surplus products, factory production would experience a new impetus, foreign nations would be encouraged, a deed of charity would be accomplished, the surplus products of this country would be disposed of, and widespread normal prosperity would ensue.—D. K. Unsicker, Wright, Ia.

Sorghums Better Than Cotton for Abandoned Wheat Acreage.

Grain Dealers Journal: From reports we are getting there will be more abandoned wheat acreage this year than usual. In view of this fact, it is our opinion the country grain dealers should urge their farmer friends and patrons to plant this land in kafir and milo instead of cotton. It will be to the advantage of the dealer to have other grains substituted for the wheat, and we feel quite sure the land will be planted to either cotton or grain sorghums.

Kafir and milo are drouth resistant and are almost sure to make a crop, while cotton altho somewhat drouth resistant is in danger of being destroyed by the boll weevil. Another point is that the poultry business has increased materially, thus creating a strong demand for kafir and milo for poultry feeds as there is nothing better for the purpose. This is very likely to hold up the price and create a continued demand. Furthermore, if freight rates are reduced as they are bound to be, the f. o. b. price of kafir and milo will be enhanced by the reduction.

Kafir and milo have been tried in the Southwest for a number of years and have proven to be almost a sure crop regardless of rainfall.

Using the abandoned wheat acreage for kafir and milo rather than for cotton will be of material benefit to the farmers themselves and it will assist the country grain dealer in his own business.—Marshall Grain Co., Oklahoma City, Okla.

U. S. G. G. Contract No Advantage to Independent Dealer.

Grain Dealers Journal: James K. Mason, mgr. of the campaign now on in Indiana to sell memberships in the U. S. Grain Growers, Inc., to farmers at $10 per membership, says it is the intention to cover practically every county in the state and gave the names of many of the agents and captains in charge of the field forces. Mr. Mason does not say what compensation these captains and agents receive, but an extract from the records of the U. S. Grain Growers, Inc., as published sometime ago, says they draw $300 per month and expenses. Mr. Mason says:

"ELEVATOR MEN ENLISTED FIRST. The first steps of these captains in each area is to enlist the elevator men, under five-year contracts, in the plan. The contracts specify that the elevator man shall market all grain that comes to him from members of the U. S. Grain Growers' co-operative marketing establishment at the terminal to which the grain is sent. These contracts made, the organizers proceed to the enrollment of members. Of 75,000 to 100,000 potential members of the state whose early enrollment Mr. Mason confidently reckons on, about 5,000 are enrolled already."

Mr. Mason's statement shows that the local elevator men are very necessary to this movement, hence they are approached first and if possible induced to enter into the contract to handle the grain of farmer members. Up to this time, we have heard of only a very few elevators that have signed in this state, and they are generally co-operatives, but we know quite a number of regular or privately owned houses that have been approached and under pressure, "almost persuaded." Tho their experience and better judgment tells them they should not fall for it, some of them are scared into it by reason of being financially embarrassed or otherwise and because they do not fully realize that if they refuse to sign the agents cannot make much headway among the farmers, as they want to know where and to whom they will deliver and sell their grain.

Any regular or privately owned elevator companies that fall for this, of course, think they have to, being visited by persistent com'ites and otherwise over-persuaded, yet they should know the contract they sign does not give them any protection or advantage in doing business over the regular way on a competitive basis.

Without discussing the details of the contract with the farmers and elevator owners, which if written by typewriter on legal cap paper would be 30 feet long, we wish to suggest that all elevator companies solicited to go into this matter should ask for information that will enable them to determine whether or not they want to sign, as each party to a contract has a right to know whether or not the other party is able to carry out his part of the contract.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

Operating Starter Switch from Distant Point.

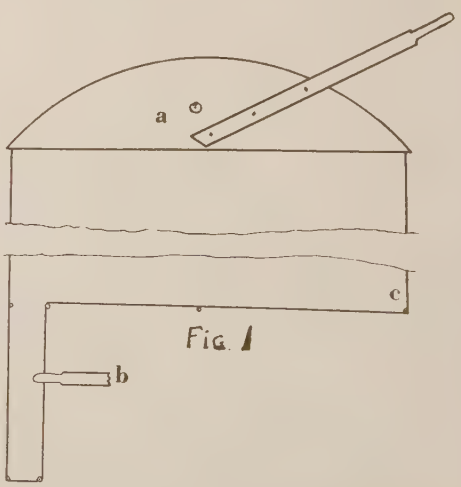
Grain Dealers Journal: In the elevator equipped with electric power where the motor is in the cupola and the starting switch and compensator are on the lower floor it is very desirable that there be some means near the motor for operating the starting switch. This fact was pointed out in the article on page 840 of the Journal for Dec. 25, 1921, describing the fire in the plant of the Farmers Co-operative Ass'n, Capron, Okla.

I have developed a simple and efficient device for cutting out starting switches from a distant point, and it is probable the idea can be applied in other elevators. A sketch of the device is shown in Fig. 1 reproduced herewith.

Two No. 10 wires should be run from the starting switch on the work floor to a quadrant near the motor in the cupola. This quadrant should be pivoted for movement by means of a lever. Pulleys should be provided for each wire to move thru, and the wires should be so arranged that movement of the quadrant back and forth will alternately throw the switch in and out. The wires themselves must be provided with insulating protection to guard against the possibility of current flowing from the switch to the wires and thence to the quadrant. If this danger is not removed employes might be injured.

In case of an accident of any kind, making it desirable to stop the motor while the elevator man is in the cupola and unable to reach the switch immediately, he has only to move the lever or quadrant controlling the wires to cut off the current. He might also use the same means to start the motor if he finds need to put it in motion and at the same time remain near it to observe its operation.

I think this is better than an extra switch in the line of wiring, and in case of a motor short or fire from another cause it might make it possible to save the elevator. Undoubtedly a device of this kind in the cupola of the elevator at Capron, Okla., would have enabled



Quadrant and Wires for Operating Starter Switch from Distant Point.

the manager to extinguish the blaze when he first discovered it.—F. R. Albright, mgr. Larabee Flour Mills Corporation, Mayfield, Kan.

Iowa Dealer Informs His Customers.

Grain Dealers Journal: When I called upon J. K. McGonagle at Washta, Ia., recently I saw an advertisement he had inserted in his local paper, and as I think every country grain dealer can do much in this manner to give their farmer patrons a better understanding of the grain business I am sending the advertisement to you. I hope the idea can be passed on to other dealers.

The advertisement states that Mr. McGonagle had, while attending a recent convention, heard the remark frequently made that "there are too many middlemen in the grain business exacting unnecessary tolls for the service rendered." He then explained "how the graft is worked" by showing that on Jan. 21 he paid 35c for No. 2 Yellow Corn, in wagon lots, and sold a carload at 36¾c. The Baltimore price that day was 61¼c. The following table was then printed:

Price paid at Washta	$0.35
Country dealer's profit	0.0175
Freight to Baltimore	0.235
Terminal buyer's profit for unloading, weighing and reloading	0.0075
Baltimore broker's profit	0.0025
Cost at Baltimore	$0.6125
On Jan. 21, No. 2 Yellow Corn was worth at United Kingdom and Continental ports	$0.7337
Less cost at Baltimore	0.6125
Leaving, for unloading from cars, handling in port elevator, loading to vessel, exporter's profit and ocean freight from Baltimore	$0.1212

Mr. McGonagle pointed out that this did not leave a very high margin for handling at the port and for ocean freight; and stated that it must be remembered that at least 3 of the dealers handling the car agreed to deliver No. 2 Yellow Corn or to suffer a discount for a lower grade.—W. W. Sylvester, Ft. Dodge, Ia., traveling solicitor for ReQua Brothers.

ALASKA'S first flour mill is now making flour from northern grown wheat. The venture is merely an experiment, but the Tanana Valley last year produced more than 10,000 bus. of well matured wheat, and the flour from this is of good quality.

Meeting of Minnesota Farmers' Dealers.

The annual convention of the Farmers Grain Dealers Ass'n of Minnesota was held in Minneapolis, Feb. 21, 22 and 23, and resulted in the election of the following officers for the ensuing year:

Pres., John Gustafson, Windom; vice-pres., B. N. Anderson, Hartland; sec'y, A. F. Nelson, Benson; treas., Adam Brin, Stewartsville.

A feature of the convention was an address on "Black Stem Rust and Its Causes," by E. C. Stackman, plant pathologist of the Minnesota University Farm School. Mr. Stackman said that the guilt of the common barberry as a necessary agent in the life cycle of black rust has long been established, that without the barberry the rust is practically powerless to spread to grains and other grasses, and that the removal of the common barberry is absolutely essential to the continued success of the growing of spring wheat.

Other speakers who addressed the convention included G. G. Click, field sec'y of the Great Lakes-St. Lawrence Tidewater Ass'n, and C. T. Jaffray, ex-member of the federal advisory council. Mr. Jaffray spoke on the subject of financing farmers elevators. Sec'y Jno. G. McHugh addressed the meeting on Future Trading and O. P. B. Jacobson of the Railroad and Warehouse Com'isn spoke on Bonding Country Elevators. His address will be found elsewhere in this number.

A banquet was tendered the visitors by the Minneapolis Chamber of Commerce on Tuesday evening.

Joint Com'ite on Trade Practices Meets.

A meeting of the Joint Conference Com'ite on Grain Trade Practices was held in the Hotel LaSalle, Chicago, Feb. 9.

This com'ite consists of Leslie F. Gates, Chicago, F. B. Wells, Minneapolis, and C. W. Lonsdale, Kansas City, representing the grain exchanges; J. M. Mehl, U. S. Grain Growers, Inc.; J. W. Shorthill, Farmers National Grain Dealers Ass'n; and Clifford Thorne, American Farm Buro Federation. A report of its organization was published on page 39 of the Journal for Jan. 10.

The protection of non-member corporations and grain exchange members against abuses arising from unauthorized trading in futures was recommended by the com'ite, and exchanges were requested to adopt a rule to deal with the situation.

There was a preliminary discussion of the matter of requirements of exchanges for admission to membership of representatives of co-operative organizations, but no attempt was made to arrive at a final decision on this matter, it being expected that court decisions that may be rendered before the next meeting of the com'ite will have a direct bearing on the subject.

The next regular meeting of the com'ite will be held on the second Thursday in May.

Coming Conventions.

Feb. 28-Mar. 2. North Dakota Farmers Grain Dealers Ass'n at Devil's Lake.

Mar. 2, 3. Indiana Farmers Grain Dealers Ass'n at Wabash.

April 19, 20. Missouri Grain Dealers Ass'n at St. Louis, Mo.

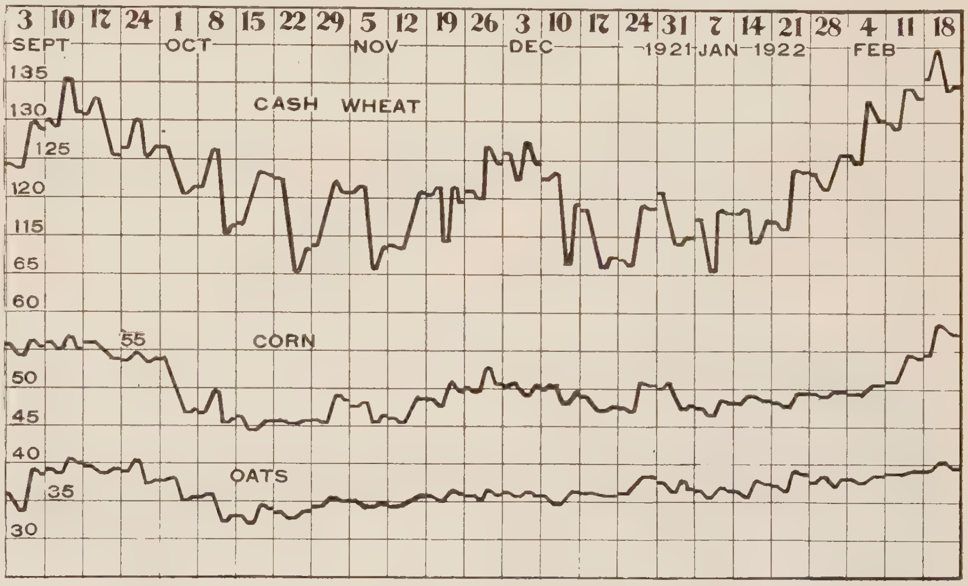
May 9, 10. Illinois Grain Dealers' Ass'n at Peoria.

May 17, 18, 19. The Kansas Grain Dealers Ass'n at Wichita, Kan.

May 29, 31. Southern Seedmens Ass'n at New Orleans, La.

June 21, 22, 23. American Seed Trade Ass'n at Chicago.

Cash Wheat, Corn and Oats Fluctuations from Aug. 29 to Feb. 18.



Daily Closing Prices.

The daily closing prices of wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Feb. 10.	Feb. 11.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 17.	Feb. 18.	Feb. 20.	Feb. 21.	Feb. 23.	Feb. 24.
Chicago	131⅝	133	138½	141	139½	137¼	140⅜	146¼	144¾	144	144⅝
Kansas City	120¾	121⅞	127¼	129⅝	128⅞	126⅛	128⅝	133¼	131¼	129⅞	131⅛
St. Louis	127⅝	129¼	134⅞	136⅞	135⅜	133⅛	136¼	141⅞	139⅞	138½	139¼
Minneapolis	135½	136¼	140¼	142⅝	142¾	140¼	143	148	146⅞	146¼	146½
Duluth (durum)	113¼	114½	119⅝	121¾	120½	118¼	120½	125	123⅞	123	123½
Winnipeg*	126¾	127⅜	133⅜	135¾	136⅛	134½	137⅞	144½	142⅞	142⅝	142¼
Toledo	142	144¾	149½	149½	150	146	147	153	151	151	151½
Milwaukee	131¾	133	133⅝	141⅛	139¾	137⅜	140⅜	146⅜	144⅞	144⅛	144⅝

MAY CORN.

	Feb. 10.	Feb. 11.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 17.	Feb. 18.	Feb. 20.	Feb. 21.	Feb. 23.	Feb. 24.
Chicago	59⅛	59⅛	60⅝	62⅞	63⅛	62¼	62⅝	63½	64⅛	65	66⅛
Kansas City	53⅛	53⅛	54½	56¾	57⅛	56½	56¾	57¼	57¾	58⅜	59¼
St. Louis	57½	57⅜	58⅞	61	61⅜	60½	60⅝	61⅝	62⅛	62¾	64
Milwaukee	59¼	59⅛	60¾	62⅞	63¼	62⅜	62½	63½	64⅛	65	66⅛

MAY OATS.

	Feb. 10.	Feb. 11.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 17.	Feb. 18.	Feb. 20.	Feb. 21.	Feb. 23.	Feb. 24.
Chicago	40⅜	40⅝	41⅛	42⅜	42⅜	41¼	41½	41⅝	41½	41⅞	41⅝
Kansas City	38¼	38⅜	38⅞	40⅛	40	39	38⅞	39¼	39⅛	39¼	39
St. Louis	41¾	41¾	42¼	43	43	42¾	42½	42¾	42½	43	42
Minneapolis	35½	35⅝	36	37⅝	37⅝	36⅜	36½	36⅞	36⅝	37	36⅝
Winnipeg*	47½	47¾	49	50	49¾	49⅜	50	50½	50⅛	50	50
Milwaukee	40⅜	40½	41⅛	42⅜	42¼	41⅜	41⅜	41¾	41⅞	42	41⅝

MAY RYE.

	Feb. 10.	Feb. 11.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 17.	Feb. 18.	Feb. 20.	Feb. 21.	Feb. 23.	Feb. 24.
Chicago	101¼	102¼	105¾	107	106	104¼	105¼	109⅞	108¼	107¼	107⅝
Minneapolis	92½	93¼	96½	98	97	95	96½	100½	98¾	98¾	98
Duluth	98¾	99⅛	102½	103⅜	103	100½	102	106	104½	104	104
Winnipeg*	100	101½	105	106¼	104	103½	104⅝	108¾	107⅝	109	108

MAY BARLEY.

	Feb. 10.	Feb. 11.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 17.	Feb. 18.	Feb. 20.	Feb. 21.	Feb. 23.	Feb. 24.
Chicago	61	61	64	64	64	.....	64	67	66¼	65	66½
Minneapolis	53¼	53½	55¾	56½	57⅛	56½	57	57¾	57½	58	58
Winnipeg*	62½	63	65	66	65½	64½	66	66¾	66⅛	67⅜	67½

*Winnipeg, Feb. 22—Wheat, $1.40½; oats, 49⅞c; rye, $1.07; barley, 66½c.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Adair, Ill., Feb. 15.—Wheat looking fine in McDonough County. Weather fine past 6 weeks.—DeForest Bros. & Co.

Dudley, Ill., Feb. 14.—Farmers not disposed to sell corn at 40c. A good percentage of corn at this station is inferior account much starchy substance.—Dexter Baber.

Springfield, Ill., Feb. 22.—Rain in parts of central and southern areas of state was very beneficial to winter wheat. Some heaving and in places the plants are turning brown, but in general the wheat is not hurt. Plowing and clover seeding have started.—Clarence J. Root, Meteorologist.

KANSAS.

Rozel, Kan., Feb. 8.—Wheat crop prospects poor.—O. C. Glenn, Union Grain Co.

Morrill, Kan., Feb. 24.—Winter wheat is in good condition in this locality.—Farmers Co-op. Ass'n.

Breton Siding (Rexford p. o.), Kan., Feb. 9.—Wheat needs rain.—M. A. Ellis, mgr., Foster Lbr. Co.

Hartford, Kan., Feb. 16.—Wheat looks good in this immediate vicinity. Spring plowing that has been done shows the ground turning up moist and in good condition. Do not expect a large acreage of oats to be planted this spring but if we get rain within 30 days we will have a good wheat crop.—O'Connor & Co.

NEBRASKA.

Kearney, Neb., Feb. 15.—Wheat here badly damaged by dry weather.—D. Wort.

Kimball, Neb., Feb. 20.—Wheat condition is 100% of normal, and there will be little if any of the acreage abandoned.—Kimball Mill & Elvtr. Co.

OKLAHOMA.

Hobart, Okla., Feb. 11.—Condition of growing wheat in all southwestern Oklahoma is very bad. Looks now very doubtful if there will be any harvest.—Shepherd & Son.

Oklahoma City, Okla., Feb. 24.—It appears there will be more abandoned wheat acreage this year than usual; and the land will be planted in cotton and the grain sorghums.—Marshall Grain Co.

Inola, Okla., Feb. 8.—Wheat crop short; not a very big acreage and it is not looking good on account of dry weather. Prospects good for a bumper oats crop and farmers plan to sow a large acreage.—E. J. Dickerson, E. J. Dickerson Hay & Grain Co.

SOUTH DAKOTA.

Leola, S. D.—Farmers are planning to put in a full acreage this spring.—Leola Equity Exchange.

TEXAS.

Claude, Tex., Feb. 20.—Very little wheat up and some of it dying. Prospects look very gloomy.—Weeks & Bagwell.

General Crop Summary.

Further deterioration of winter wheat in the central and western counties of Kansas, due to drouth and high winds, is reported in the crop summary for the first half of February issued by the Crop Reporting Board of the Buro of Crop Estimates. The report further states that the condition of the crop is only fair in Nebraska, rain being needed in the southwestern district of the state and in southern Iowa. The early sown crop in Oklahoma is fair, but much of that seeded late has not sprouted or shows a poor stand

There has been some winter killing in the north central states. The condition in the eastern section of the country is generally good, and favorable in the far western states.

The condition of winter rye is given as good, with a little damage from alternate freezing and thawing in Indiana. The acreage in North Dakota is considerably increased.

Convention of Kansas Farmers Elevator Ass'n.

The 10th annual convention of the Farmers Co-operative Grain Dealers Ass'n of Kansas was held in Salina, Feb. 22, 23 and 24 with four principal sessions. Two of the sessions, one on Thursday and the other on Friday, were devoted to conferences of the Managers Club. W. L. Dunbar, Haviland, pres. of the Club, presided.

The managers discussed subjects pertinent to their work, including such topics as the inspection of grain, scale inspection, the "government" scale of discounts, the manager's liability to the landlord when he has received no notice of a lien against grain sold by the tenant, and bonded warehouses.

J. W. Shorthill, of Omaha, Neb., sec'y of the Farmers National Grain Dealers Ass'n, spoke at the evening session Wednesday. He set forth in his remarks that there are too many organizations to help the farmer and not enough activity on the part of the farmer to help himself. He gave it as his opinion that paid organizers will never succeed in helping the farmer, and contended that it would be a mistake to endeavor to market grain without going to the established markets. On the subject of commissions, he said he is convinced that any commissions rebated after the payment of expenses would be a very small fraction of one cent per bushel and not worth quibbling over.

Resolutions adopted by the convention recommended the abolition of the state highway commission and the retention of local self-government; that ability to read and write the English language be made one of the qualifications for American citizenship; that federal aid for road building be discontinued; that means be developed for collecting more reliable agricultural statistics.

DIFFICULT times are being experienced by grain and flour dealers in countries which formed the old Austro-Hungarian Empire. Prices in Austria have risen, owing to further depreciation of the Austrian crown; in Hungary the question as to how exports shall be handled is unsettled and trade is quiet; grain prices in Czecho-Slovakia have declined because of the exchange situation; and in Jugo-Slavia the harvest yielded less than was expected and mills have been forced to shut down because they are without supplies of grain and coal.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	1921.	1920.	1921.	1920.	1921.	1920.
July 2...	5,586	6,851	1,848	56	1,084	26
July 9...	5,981	5,771	2,817	35	1,154	800
July 16...	5,807	8,556	3,016	89	1,159	322
July 23...	5,359	8,990	3,132	157	908	1,006
July 30...	7,015	7,033	3,192	43	1,895	867
Aug. 6...	10,355	6,375	2,897	52	2,068	353
Aug. 13...	7,777	7,220	1,787	102	511	9
Aug. 20...	9,682	6,919	2,254	63	800	46
Aug. 27...	12,628	11,253	2,839	122	499	166
Sept. 3..	8,690	6,425	1,469	9	184	52
Sept. 10..	10,609	8,203	2,223	55	338	130
Sept. 17..	8,200	10,902	3,981	67	390	50
Sept. 24..	7,515	10,572	3,341	76	125	119
Oct. 1..	8,186	7,476	3,025	75	255	112
Oct. 8...	7,395	7,427	2,302	297	168	186
Oct. 15...	5,210	9,345	2,925	323	99	226
Oct. 22...	7,782	7,985	1,999	401	67	368
Oct. 29..	7,849	8,189	1,136	212	80	275
Nov. 5..	4,944	7,768	1,790	463	217	238
Nov. 12..	6,291	6,072	1,513	474	228	475
Nov. 19..	5,907	8,113	2,145	1,061	439	466
Nov. 26...	4,153	7,988	1,624	170	612	185
Dec. 3...	7,420	8,009	2,108	466	565	180
Dec. 10..	5,748	7,256	1,172	209	270	21
Dec. 17..	6,018	7,924	2,424	231	608	85
Dec. 24..	6,267	6,510	2,253	250	588	124
Dec. 31..	4,685	9,509	1,176	144	561	34
Jan. 7..	5,484	9,429	3,008	504	341	249
Jan. 14..	5,747	6,457	2,651	264	436	185
Jan. 21..	5,455	4,782	3,363	1,029	602	139
Jan. 28..	3,473	6,257	5,937	1,130	465	237
Feb. 4..	3,215	8,814	4,712	1,476	237	195
Feb. 11..	2,499	5,131	4,770	1,240	313	150
Feb. 18..	3,803	4,776	4,851	1,155	370	312
Total since July 1..	222,735	260,287	91,680	12,500	18,630	8,388

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Montreal, Que.—Grain moved thru the port of Montreal during the last season totaled 126,289,338 bus., of which 61,000,000 was handled by regular steamers and the remainder by tramps, it is shown by the annual report of R. W. Reford, pres. of the Shipping Federation of Canada. There were 301 more vessels in port last year than in 1920. A large portion of the grain handled was United States grain.

ILLINOIS.

Mendota, Ill., R. No. 4, Feb. 16.—Not much movement of grain.—W. H. Marks.

Steward, Ill., Feb. 14.—Not much corn will be left around here by summer.—E. E. Peterson.

Cherry Point (Chrisman p. o.), Ill., Feb. 17.—Grain movement is heavy.—Elmer Ellsberry, agt. Farmers Elvtr. Co.

Randolph, Ill., Feb. 17.—About 50% of the corn on the farms; oats nearly cleaned out. Very little of the corn grades No. 3, most of it being No. 6 and Sample account damaged grains.—The Randolph Co-operative Grain Co.

Adair, Ill., Feb. 15.—125,000 bus. of new corn has come to Adair elvtrs. since middle of Dec. Surplus oats being marketed freely at present. Little wheat on farms, but large amount of corn in strong hands and holders will wait for higher prices in the summer.—DeForest Bros. & Co.

KANSAS.

Sedgwick, Kan., Feb. 8.—Wheat about all out of farmers' hands.—The Sedgwick Alfalfa Mills.

Morrill, Kan., Feb. 24.—Seventy-five percent. of the corn crop will be fed in this locality. Old wheat nearly all marketed.—Farmers Co-op. Ass'n.

Breton Siding (Rexford p. o.), Kans., Feb. 9.—About 90% of last year's wheat has been shipped out.—M. A. Ellis, mgr. Foster Lbr. Co.

Rozel, Kan., Feb. 8.—About 8% of old wheat still in farmers' hands.—O. C. Glenn, mgr. Union Grain Co.

NEBRASKA.

Kimball, Neb., Feb. 20.—Farmers 20% less wheat, 5% less corn and 5% more oats than they held last year.—Kimball Mill & Elvtr. Co.

WASHINGTON.

Yakima, Wash., Feb. 7.—Yakima Valley wheat and other grains practically cleaned up.—Yakima Milling Co.

WISCONSIN.

Dundas, Wis., Feb. 17.—Grain beginning to move at a faster rate than for some time.—Edgar Cox.

POISONING of grasshoppers in the southwestern portion of Manitoba, Canada, in the summer of 1921, saved 17,000,000 bus. of wheat, according to a report of the Manitoba Agricultural College.

Directors of Montana Grain Growers Sued.

The attorney general of the state of Montana has started suit against the directors of the Montana Grain Growers Corporation, which failed last year.

The Corporation operated 22 elevators, and in the suit the state is attempting to recover from the directors because of alleged failure of the management of the Corporation to comply with the law requiring the Corporation to make reports of its condition at stated intervals.

The directors, who are made defendants to the suit, are understood to be well-to-do farmers in various parts of the state, but it is not known whether their combined resources will make good the losses of the Corporation if the state succeeds in making good its case.

Reconstruction of the Dust-Wrecked Elevator of the C. & N-W. Ry. at South Chicago

The reconstruction of reinforced concrete elevators which have been wrecked by explosions of grain dust has presented many new problems to the engineer and the contractor, but they were met easily in rebuilding the Murray Elevator of the C. B. & Q. R. R. in Kansas City and in the Government elevator at Port Colborne, Ont. Each job of reconstruction presents difficulties peculiarly its own. However, the damage done to the ten million bushel reinforced concrete elevator of the C. & N.-W. Ry. at South Chicago March 19, 1921, was so great and the debris so cumbersome even the experienced engineers faltered.

Preparatory to the reconstruction of the dust wrecked C. & N-W. Elevator at South Chicago it became necessary to remove all parts of the wrecked plant that will not be made a part of the rebuilt structure. Locomotive cranes do most of the work of lifting the huge fragments of concrete upon flat cars; and cranes with long booms handle the bent and warped structural steel, after the bars have been cut free with an acetylene burner.

Before proceeding to repair the damage a careful inspection is made by the engineer to ascertain the extent of visible damage. Cracks are explored to learn whether the steel reinforcement has been sheared. The interiors of the bins are examined and doubtful areas sounded out by the engineer with a heavy hammer as he is lowered in a sling. Samples are taken of walls that have been subjected to great heat from the burning grain. At this fireproof concrete C. & N-W. Ry. Elevator the grain burned for months and the temperature of some bin walls was raised to a white heat. Water thrown on the hot concrete caused the surface to spall off, offering a special problem in renewal.

When the severed surfaces had been subject to compressive stress in the original structure it was only necessary to fill the gap with concrete, to resist the pressure; but when, as is nearly always the case, the parts had to resist a tensile stress, there had to be provided an overlapping of the new steel reinforcement with that of the parts of the structure standing. Instead of drilling holes into the standing concrete for the insertion of the ends of the new reinforcing bars the necessary overlap was provided by cutting away enough of the concrete to expose more of the old reinforcement, as shown in the engravings.

New steel reinforcement then was laid as in the original plan, forms built up and the concrete poured. In this way great openings in the bin walls were again made grain tight. Work in progress on two such openings is shown in the engravings herewith.

The appearance of outside walls is being improved by closing small cracks with a thin cement mixture known as "eyewash."

Equally small cracks, but where the reinforcing had been sheared off, had to have more drastic treatment to restore the original strength. In order to get the material in and to get hold on the steel the small, narrow cracks were enlarged with the chisel to a breadth of 6 or 7 inches, and then filled with concrete.

No special tamping was required, as by having the filling opening at a higher level the concrete would rise to the upper part of an opening. There being practically no shrinkage during the setting of cement, the openings are completely closed. Cracks that do not impair the stability of the structure are not chiseled out.

The walls of the cupola of the working house have been rebuilt of 6-inch hollow tile instead of cement concrete, and tile also is being used in rebuilding the track shed above the ground level. Outside tile walls will be cemented to make them watertight and of uniform appearance with remainder of the structure.

In restoring the plant, efforts have been concentrated on the working house as being immediately the most useful for handling grain. The bins of the Working House will accomodate nearly a million bushels. Now, eleven months after the explosion of March 19, 1921, the working house is nearly ready for operation, while little has been done to the river house. At times Witherspoon-Englar have employed over 700 men in clearing away the debris and in reconstruction work, but the average number has been 500.

Most of the wreckage has been removed from the southeast corner of the storage annex, where the damage was the greatest and many bins were completely destroyed. Much work has already been done in repairing the tops of the storage tanks and is being done on the hopper bottoms.

Reconstructing the Dust-Wrecked Elevator of the C. & N-W. Ry. at South Chicago.

Southeast Corner of Storage Section Where Damage to Storage Bins Was Greatest. The Marine Tower and Leg Fell Into the River, Exposing South Bins of River House.

[See pages 248 to 251.]

Two legs of the Working House are ready to receive grain and new bucket belts will be placed in the others next week. The hopper scales have been repaired and turned over to the scale inspectors of the Board of Trade Weighing Dept. for testing, so the house will soon be ready to receive grain and by the time navigation opens the river house will be ready to spout grain into the lake vessels which have wintered near by.

The Damage to the C. & N-W. Elevator by Dust Explosion.

According to the estimates of Jno. S. Metcalf & Co.'s engineers in charge of re-constructing the C. & N-W. Ry.'s Terminal Elevator at South Chicago, this modern re-enforced concrete grain handling plant was damaged fully 40% by the dust explosion of March 19, 1921, or about $2,000,000.

The greatest force seems to have been exerted East and West. The drier house which was built adjoining the west side of the working house right over the track sheds and the receiving pits was blown to the west and dropped in a crumpled heap with the track shed. The heavy west wall of the receiving pits was blown away as if formed of pasteboard. It is shown in the engraving herewith lying nearly flat on its side for its entire length. The walls of the cupolas of the working house, the river house, and the conveyor house above storage bins being constructed of gunite offered little resistance to the blast, thereby saving much of the structural steel of working house and river house. These walls afforded many ledges for dust to lodge and accumulate upon, and all were blown to smithereens.

The force of the explosion exerted in an easterly direction was probably greater than that which was exerted in a westerly direction. The storage section of the elevator was formed of 182 re-enforced concrete cylindrical bins 21′ 11″ in diameter inside measurement and 105′ deep. The 7″ re-enforced walls of these cylindrical bins formed 143 interstice bins. The storage section of the plant occupied a ground space of 293′ x 181 feet. Each of the cylindrical bins had a capacity of 32,000 bushels while the interstice bins would hold 8,000 bus.

This massive structure which engineers believed would endure for all time was badly wrecked in a few seconds and notwithstanding many of the bins were full to capacity, the northeast section of the storage house which represented the last pouring of concrete was lifted from the foundation and moved 3″ to the east and 5″ to the north, while 19 of the large cylindrical bins and 15 interstice bins at the southeast corner of the storage house were completely wrecked and will be entirely rebuilt. Also four of the cylindrical bins on the west side of the storage house were badly damaged. While the rest of the storage bins were not badly damaged, some of them were cracked, and others were damaged by burning grain. A small part of the heavy foundation under the northeast section of 42 bins which was lifted, was blown out and wrecked. Notwithstanding the deep storage bins contained 6,000,000 bus. of grain at the time of the explosion, the heavy concrete slab under them was lifted from the supporting pillars and at one point a steel bin spout was blown in between the slab and pillars and crushed when the slab returned to its place.

The damage to the river house which was composed of two rows of small cylindrical bins arranged along the dock, but some distance from the storage house, was heavy. Its foundation was badly cracked and some sections blown away, while a large section of the dock wall immediately alongside of the river house and setting at right angles to the conveyor tunnels communicating with the basement of the storage house was blown out of line. During the few seconds that the force of the explosion held the loosened dock wall in suspension a conveyor belt was thrown into the crack and when the severed parts came together the belt remained fast in the wall. Four of the cylindrical bins of the river house as well as the interstice bin used for the passenger elevator, and four leg casings were badly damaged. The marine tower adjoining the river house was a complete wreck being crumpled into a shapeless mass and dropped into the river.

The section of the shipping gallery on the water side of the river house was completely destroyed, notwithstanding it had not yet been used for loading out grain.

The welfare building was badly damaged, two side walls and the roof being wrecked. The damage done to the machine shop, power house and the offices of the Superintendent and assistants was not so great and permitted of easy repairs.

An anomaly of the great dust explosion was that while the large dust chamber formed by the walls of the working house and the storage bins was completely cleaned out and the many dust collectors crushed to a shapeless mass, part of the wind trunking leading to the large cyclone dust collectors over the dust house to the south of the working house and these big collectors were left intact, and the dust house which was full of dust was the only structure adjacent to the elevator which was not damaged.

While the damage to the spouting and belting was large much of the machinery was salvaged and repaired, while only two of 158 electric motors needed to be replaced.

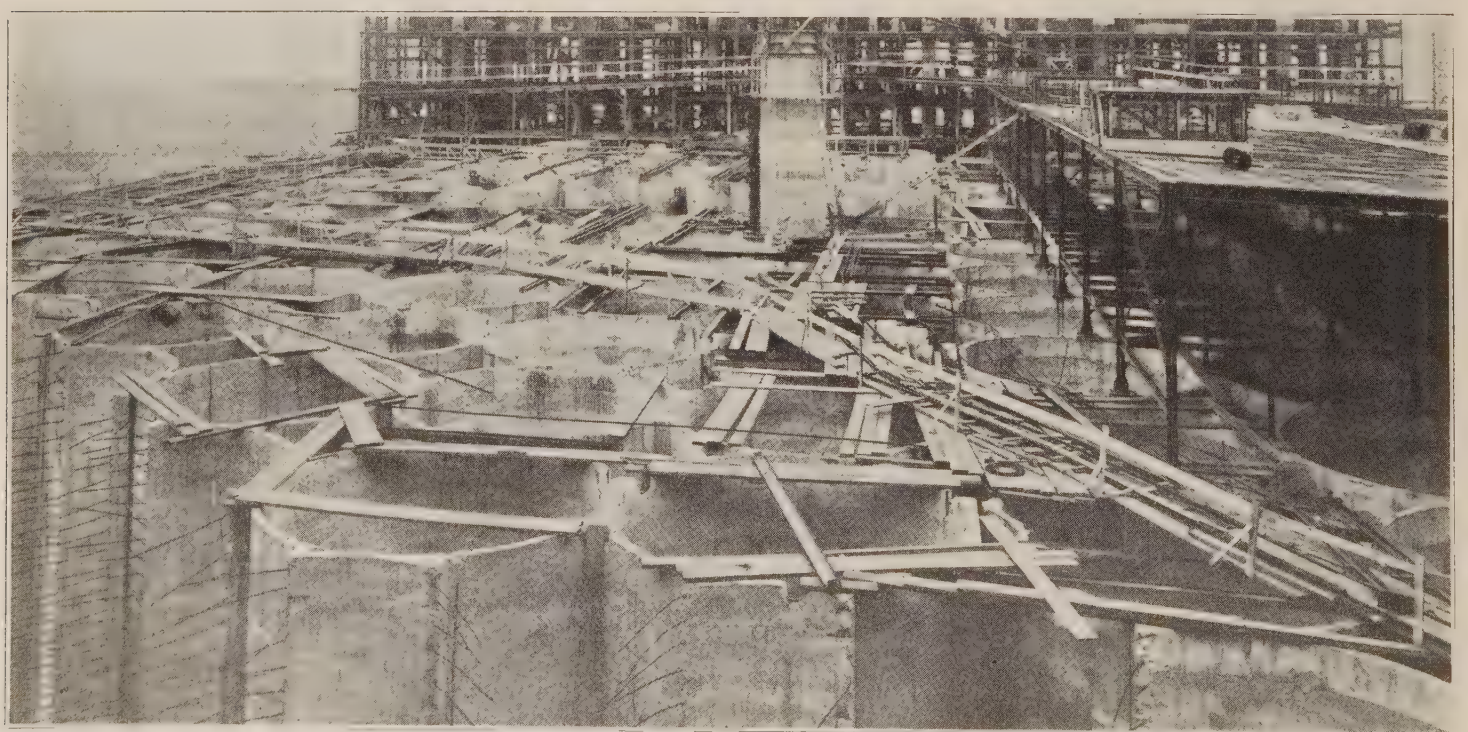
Facilities for Removing Dust From the Rebuilt C. & N-W. Ry. Elevator.

After a modern fire-proof elevator of non-combustible material has been completely wrecked by an explosion of grain dust, one would expect the owners to refuse to permit any of the explosive dust to gain admission to the plant after its re-construction. The officials of the Board of Trade weighing department object seriously to the removal of any dust until the grain has passed the receiving hoppers, because they fear the railroads might lose a little freight on the dust, and the shippers might complain of short weights.

However, the time will come when all of this dangerous dust will be removed at the earliest opportunity. It does not make good feed or bread and nobody wants it. As before the explosion all leg casings, spoutings, garners, scale hoppers, and distributing spouts of the C. & N-W. Ry. Terminal will be dust tight so as to prevent dust escaping from the grain as it is moved through the elevator.

An 11-foot interstice bin in the middle of the

Reconstructing the Dust-Wrecked Elevator of the C. & N-W. Ry. at South Chicago.



A View of the Top of Storage Bins From River House. The Exposed Reinforcing in the Foreground Will be Used in Rebuilding the Wrecked Bins.

[See pages 247, 249 to 251.]

storage section will be extended up through roof of storage tanks and converted into a ventilator. A suction fan will draw dust laden air from basement beneath the storage bins and force it out far above the roof. All basement windows will have tilting frames, and above each window on three sides of building will be large openings protected by heavy wire of large mesh so as to give perpetual ventilation to the basement.

The chamber formed by the east wall of the working house and the west wall of the storage bins which formerly was used as a dust-settling chamber, will be converted into a ventilating shaft, and provided with a number of large roof ventilators, but it will contain 20 of the cyclones of the dust collecting system. The first story of the working house and the basement of the storage house will open into this ventilator shaft. The side walls of the conveyor house above the storage bins will contain many windows with tilting frames, while the roof will be well supplied with modern ventilators.

The new drier house will be separated from the working house by an air shaft 4′ across. This will give an opportunity to open both sides of the drier house and blow out much of the dangerous dust. The twelve sections of the drier house will be separated by specially constructed partitions to prevent dust of any section settling in the others. All drier fans will be chain driven, eliminating all possibility of friction from slipping belts. All these chains will be enclosed in dust proof housing.

Six automatic grain scales will be installed in the working house to weigh grain both before and after drying. Each of these well-known dust producers will be equipped with dust proof housing so as to retain all dust with the grain.

Two separate and distinct dust collecting systems will be installed and each system will be divided into separate units and so arranged that each unit can be operated independent of the others. The dust from all cleaners, clippers, scourers and separators will be piped direct to 15 cyclone dust collectors on the roof of track shed and from them carried to collectors over dust houses outside elevator. No stationary sweep-ups will be placed about the plant, but fans will be connected to leg casings so as to remove all dust laden air and fans will also be connected to hoods which will be set down over all conveyor belts at points of delivery. In the case of reversible belts, a hood will be placed at each end.

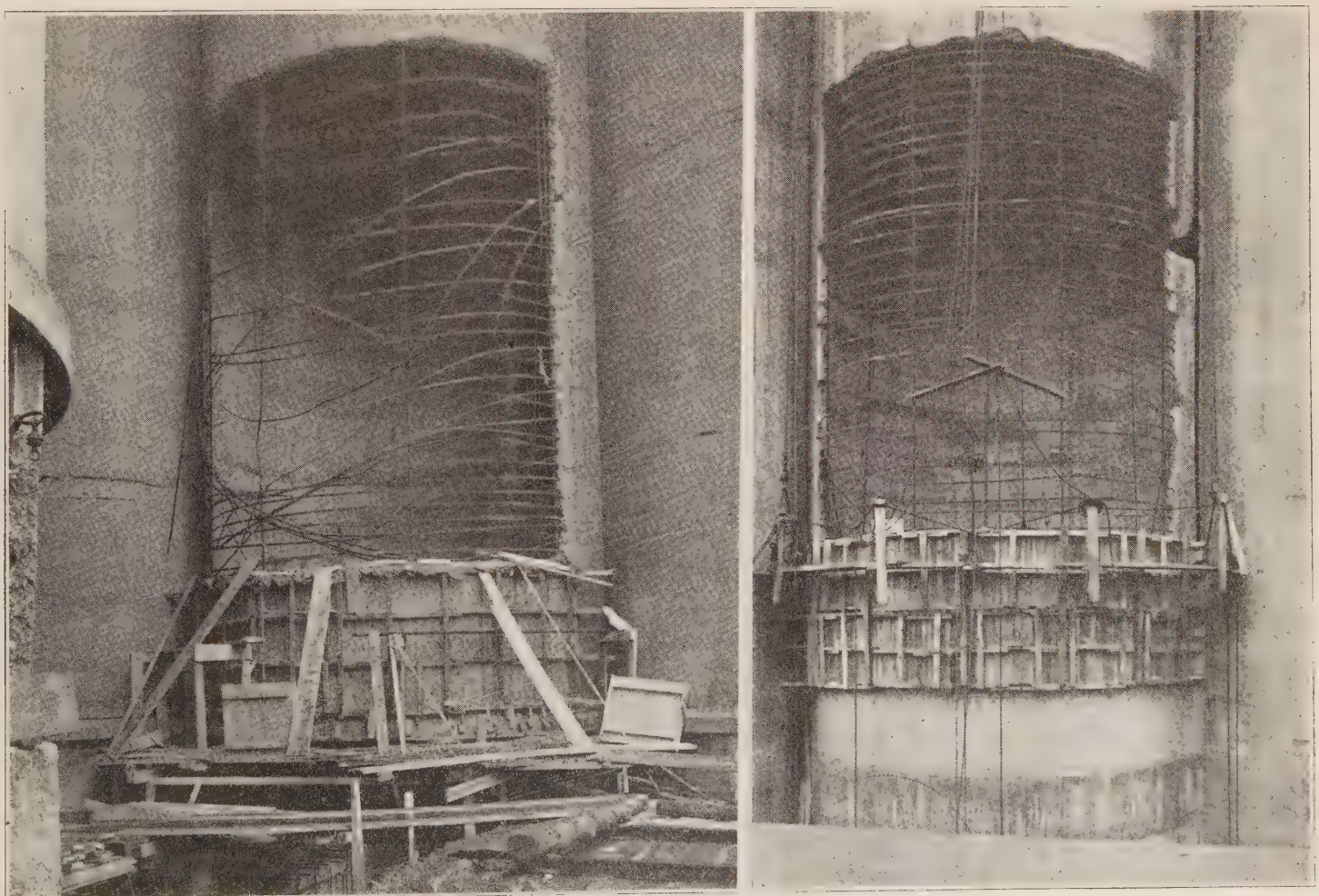
This dust collecting system will be supplemented with a low pressure Sturtevant pneumatic dust collecting equipment for removing dust from floors, ceilings and walls. This system which will be operated independently of the other dust collecting system will have 408 inlet valves leading through 1,100 feet of black steel pipe which will range from 2″ to 6″ in diameter. These pipes will lead to four pneumatic producers, each composed of a number of fans and each unit will have three collectors connected in ahead of the pneumatic producers so that any grain picked up by the hose will be separated from the dust and saved by the first collector. The second collector will remove 90% to 95% of the dust and the last collector will remove the balance, leaving the clean air to pass on through the pneumatic producer. Every 45 feet about the big plant an inlet valve will be provided to which can be attached non-resistive metallic hose that will enable operators to pick up grain and dust from the floors, walls and ceilings at any point within 50′ of the inlet.

All fans of the dust collecting system will be installed in fireproof building designed especially for the purpose, outside the elevator. The entire plant is being piped for compressed air so as to provide modern facilities for blowing dust out of motors and motor bearings of electrical appliances. To insure all electrical apparatus on the panel boards being absolutely dust proof, every panel board throughout the plant will be erected in a separate dust tight room. Double vapor globes and heavy wire guards will protect each electric light.

It will be seen from this that greater precautions are to be taken in the reconstructed Terminal of the C. & N-W. R. R. to keep down the dust than has previously been done in any grain elevator. While all the bins of the working house and of the river house will be closed over so as to provide a floor for the workmen, the story above the storage bins will have only run-ways along the belt conveyors. The belt conveyors will be set high above the bin walls, so as to permit grain being turned into bins even after the top of the grain rises above the bin walls. In this way considerable increased storage capacity is obtained. In as much as no machinery other than the conveyor belts is placed in conveyor story above bins of storage section and few workmen are kept in this section the chance of friction and fire is very small. The drives for all conveyor belts are placed at the ends of these belts in the river and the working houses.

THE co-operative marketing bill has been passed by both houses of congress, and on Feb. 19 it was signed by President Harding.

Reconstructing the Dust-Wrecked Elevator of the C. & N-W. Ry. at South Chicago.



Storage Bin at Left Lost Parts of Opposite Walls, but Both Openings Will Soon be Filled Without Leaving a Scar. Storage Bin at Right Was Only One on the North Side to Lose a Wall.

[See pages 247, 248, 250, 251.]

Concrete Work in Cold Weather.

The increased cost of doing concrete work in winter is minimized by several incidental advantages. The materials can often be purchased cheaper. Labor is more abundant and efficient and good men can be hired. The building will be ready for the owner's use sooner. These factors sometimes completely offset the cost of winter construction, which is 3 to 10 per cent greater than the same work would cost in summer, so that builders and prospective owners need not hesitate to start construction at any time, regardless of the weather.

Coke salamanders or steam piping are the usual sources of heat; and temporary coverings of wood, canvas, roofing paper or hay are relied upon to retain the heat. The expense is reduced because the heat need not be applied during the entire period of setting.

Warm concrete is the first essential for safety from freezing. Many methods are used for heating aggregates. A simple method is to use a length of iron pipe, an old boiler, or any metal cylinder over which the sand, broken stone, or pebbles can be piled, and in which a fire can be built. Care must be taken to heat the fine and coarse aggregates separately in order to avoid pre-mixing them in wrong proportions. As this method entails rehandling the aggregate, and as some aggregates are affected by excessive heat, the use of steam pipes is generally preferred.

The most satisfactory method of heating sand and pebbles is by a 1½-in. steam line run from the boiler to the stock piles where a grill of 1½-in. pipes covers an area slightly smaller than the area required for storage. These pipes should be 4 ft. on centers and should be perforated by 3-16-in. or ¼-in. holes staggered on 1-ft. 6-in. centers, or, where trouble is experienced from large grains of sand blocking up round holes, by cutting notches in the pipe with a hack saw at intervals of 1 or 1½ ft. If the sand and gravel are stored in bins, a grill of steam pipes should be placed in the bottom of the bins.

In case the stock pile will not be constant enough to warrant a grill on the ground, insert

Courtesy Portland Cement Ass'n.
Canvas Protecting Concrete at Top of Elevator from Freezing.

in the steam main three connections controlled by valves and attach to each a length of steam hose on the end of which is fastened 6 ft. of perforated pipe, with one end closed and drawn to a point. Two of these pipes should be driven into the gravel pile and one into the sand pile at places where the carts or barrows are loaded.

A 1½-in. steam line controlled by a valve conveniently placed at the mixer, should be run from the boiler to the water barrel with the pipe extending down into the barrel to about 2 in. from the bottom in order to force live steam into the water. Also a 1½-in. line should be run up on the concrete hoist and a suitable valve and connection supplied at each floor level to provide for the attachment of steam hose for cleansing ice and snow from the forms and reinforcement.

For a large operation, a 50-hp. boiler carrying from 50 to 60 lb. of steam is required to furnish heat and if steam is used for cleaning snow and ice from the forms in addition to heating aggregates and water, a 50-hp. boiler is the smallest practicable size for even a comparatively small job. On jobs of not more than 5,000 sq. ft. area on one floor, an 18 to 25-hp. boiler will give good results.

Keeping the concrete warm after placing in the forms requires the protection of canvas on wooden frames supported from the reinforcement, or of roofing paper in panels; hot air from the salamanders or steam piping circulating between the concrete surface and the canvas. To use canvas support the cloth on wooden frames resting on the reinforcement and hang curtains from the exterior. The curtains should be carefully lashed below, care being taken to have the canvas some distance from the exterior forms so as to provide a circulation of heat. A curtain hung across the width of the building under the forms will shut off the section to be concreted.

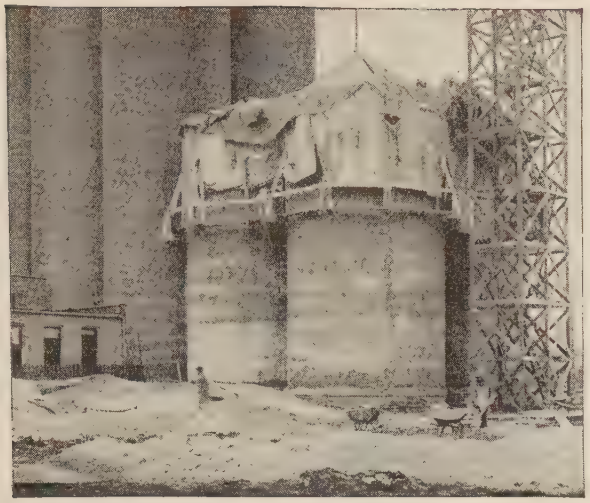
Enough salamanders should be provided to maintain a temperature of from 60 deg. to 80 deg. F. in this section. This will usually require one salamnder to every 300 sq. ft. of floor area. The side curtains should be in place and the fires started in the salamanders as soon as, or before, concreting is started, and in extremely cold weather the curtains should be in place and the fires burning for several hours before beginning to deposit concrete. As soon as one bay of the slab is concreted it should be covered and in general the entire work should be closely followed with the protection.

Where bays are not over 20 ft. square, provide one heat-hole about 8x12 in. thru the slab so that circulation of heat may be maintained over the slab. In larger bays, provide a heat-hole for each 300 ft. of floor area. These heat-holes should have bevelled sides so as to make the filling plug of concrete perfectly

Reconstructing the Dust-Wrecked Elevator of the C. & N-W. Ry. at South Chicago.

The West Wall of the Receiving Pits Under Track Shed Along West Side of Working House Was Blown Out With Great Force and Destroyed.

[See pages 247, 248, 249, 251.]



Canvas Around Tops of Bins to Retain Heat of Salamanders in Bins.

secure. When the canvas is removed the heat-hole should be covered with boards.

For retaining walls and similar structures a light roofing paper envelop placed outside the forms with steam pipes at the bottom has proved satisfactory.

In erecting a large concrete tank where the cost of canvas was prohibitive, skeleton panels were built of 4 in. by ⅞ in. boards, properly braced and covered with 2-ply rubber roofing, held in place by wood lath. These panels were lightly fastened to the outside of the studs of the form work, being held in place by wires. The bottom panel was flared out at an angle of about 45 degrees and a steam pipe was installed on each side of the wall and for its full length. Narrow canvas and cement bags were used to cover the tops of the forms when cement had been poured to the top, after an additional steam pipe had been installed on the top of the wall, which protected the work perfectly even when the temperature went to 10 degrees below zero. The cost of materials and labor for making the panels was $300 for 125 ft. of wall. The panels can be used over and over again.

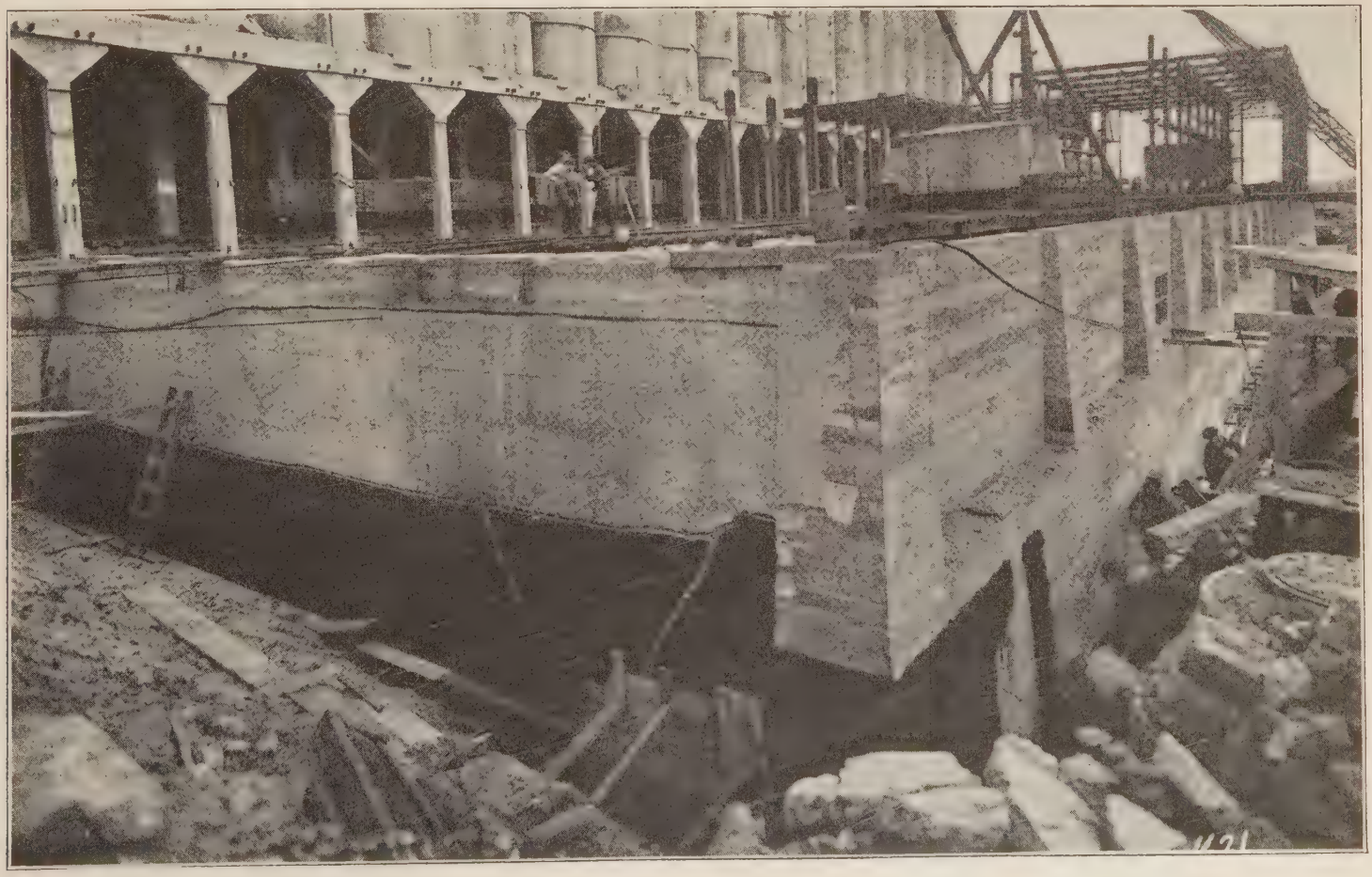
Within the round grain bins shown in the engraving herewith salamanders were kept burning. The canvas is shown surrounding the last pouring of concrete around the top.

If concrete that has frozen once is thawed out and protected from freezing again, it will harden properly providing no appreciable loss of water used in the mixing has occurred. In this case, the hardening process is merely suspended during the frozen period. However, if alternate freezing and thawing occur several times, the concrete will be seriously injured and may have to be torn out. The exact period that may be allowed to elapse between placing concrete and subjecting it to freezing temperature cannot be definitely stated because of the influence of unknown variations in temperature and other conditions. However, experience shows that this period should never be less than 48 hours and if the temperature averages below freezing 3 to 5 days should be allowed.

For each one per cent of salt added, by weight of water, the freezing point is lowered one degree, but more than 10 per cent of salt will be likely to reduce the strength of the concrete. A 4 per cent solution of calcium chloride seems to accelerate the action of hardening, but both salt and calcium may start corrosion of the reinforcing steel and efflorescence, which is objectionable on exposed surfaces. Calcium chloride is considered a better anti-freezing agent than salt. The practice of adding "anti-freezing" compounds such as sodium chloride (common salt) or calcium chloride solutions to the concrete mixture is not generally recommended.

THE 18TH annual convention of the Farmers Grain Dealers Ass'n of Iowa was held recently at Fort Dodge. C. J. Cottington, of Stanhope, was elected pres.; C. H. Nelson, of Graner, vice-pres.; E. A. Hicks, Geneva, treas.; and the following were elected directors: C. H. Nelson; C. M. Dyer, Spencer; B. D. Morton, Rockwell City; R. A. Holman, Rockwell; S. J. Cottington; Simon Kemmerer, Ames; J. D. Merritt, Glidden; P. A. Lund, Cedar Falls; R. W. Carter, Seargeant Bluffs.

Reconstructing the Dust-Wrecked Elevator of the C. & N-W. Ry. at South Chicago.



Placing a Coating of Tar Over the Outside of the Rebuilt Walls of the Receiving Pits Under Track Shed.

[See pages 247 to 250.]

Grain Dust Explosions for 1921.

According to the best records available, 37 separate explosions of grain dust have damaged Grain Handling Plants in the U. S. and Canada during the last 44 years. During the year 1921, when the greatest property loss yet sustained by any grain elevator resulted in the wrecking of the Calumet Terminal of the C. & N. W. Railway at South Chicago, the following explosions of grain dust occurred:

Mar. 19, 1921, South Chicago, Ill.: At 5:57 p. m. an explosion supposed to have started in the driers demolished the drier house, wrecked 18 bins, blew up the concrete floor of the working house and blew off the concrete covering of the cupolas and conveyor galleries, at the Calumet Terminal of the C. & N-W. Ry., operated by the Armour Grain Co. Six men were killed and 4 injured. Loss, $2,000,000.

July 5, 1921, Baltimore, Md.: In one bin while being filled with corn at 2 p. m. an explosion of dust cracked the bin wall for its entire height of 60 ft. and blew up a section of the floor above it, in the Port Covington Elevator of the Western Maryland Railroad. From above the explosion was propagated down the shaft containing the passenger lift and demolished its hollow tile walls. Three men were slightly burned and the loss was $3,000.

Oct. 3, 1921, Yukon, Okla.: An explosion of flour dust occurred when an employe opened a flour bin at 11 p. m. in one of the mills of the Yukon Mill & Grain Co., and the fire destroyed that building. Loss, $300,000.

Oct. 12, 1921, Buffalo, N. Y.: A dust explosion and fire in the leg of the Great Eastern Elevator operated by the American Linseed Co. did damage estimated at $5,000.

Oct. 27, 1921, Montreal, Que.: At 10:57 a. m. a violent but localized explosion in a steel elevator leg of the Harbor Commissioners' Elevator No. 1 damaged the upper floor of the building and was followed by an explosion in a second elevator leg. The bin walls were not damaged but some pieces of the iron siding of the cupola were blown off. Two men were burned about the face and arms. Loss, $5,000.

Nov. 22, 1921, Buffalo, N. Y.: Buckets on an elevator belt struck and burst electric lamp bulb lowered into the leg casing on an extension cord, igniting the dust, and blowing the roof off the feed mill of the H-O Co. Loss, $7,500.

A Major Point of Difference.

"Who is the stranger?"

"Some kind of investigator."

"Representing a government buro, I suppose."

"I doubt it. He keeps pretty busy."—*Detroit Free Press.*

Revenue Freight Loadings Increase.

Loadings of revenue freight during the week ended Feb. 11 totaled 788,412 cars, according to reports made by railroads of the country to the car service division of the American Railway Ass'n. This figure represents 34,526 cars more than were loaded in the previous week; and 100,545 more than in the corresponding week of 1921, while it is 1,779 in excess of the loadings for the same week two years ago.

Grain and grain products loadings in the week this year were 55,914 cars, which is 6,945 cars in excess of the total for the previous week, 21,257 more than in the corresponding week of 1921, and 20,335 more than in the corresponding week of 1920.

Coal and livestock also showed a substantial increase; ore shipments just about held their own; and forest products movement was somewhat less.

Sweden and American Grain.

American grain, especially wheat, wheat flour, rye and barley, is one of the principal subjects of debate before the Swedish Riksdag just now. It seems certain that legislation will be passed to restrict the importation of grain from the United States, and from other foreign countries.

Two bills designed to accomplish this have been introduced in the Riksdag, both of them based largely on the complaint of Swedish farmers that the importation of American grain forces them to sell their own product at a loss. One bill proposes to limit by law the maximum quantity of foreign wheat that may be milled with Swedish wheat, while the other provides for a tariff on imported grain and flour. The rate of duty would be 7.20 kroner per 100 kilos on unground wheat, rye and barley, and 11.25 kroner per 100 kilos on flour and grits. A kilo is a little more than 2 lbs. The present tariff is on a sliding scale, adjusted each month.

WHEAT shipped during 1921 by the Australian Wheat Board, which had control of the 1920-21 crop, totalled 133,342,000 bus. The Commonwealth wheat pool has been discontinued.

10,000-Bu. Reinforced Concrete Elevator at Colon, Mich.

Colon, Mich., is in the eastern part of St. Joseph County, which in turn is in the southwestern part of the state, and the town is located on the Air Line Division of the Michigan Central Railroad. It was there that the 10,000-bu. reinforced concrete elevator shown in the engravings reproduced herewith was erected last summer by the Colon Elevator Co.

As will be seen from the drawings, the plant comprises an elevator having a total of 10 bins and a 2-story warehouse that houses the grinder room and office.

A reinforced concrete slab, 18 in. thick, furnishes the footing for the bin portion of the elevator. The driveway part rests on a 12-in. reinforced slab, and the warehouse upon a 6-in. slab. The total height of the elevator walls above the main slab level is 62 ft., the pit extending downward a slight additional distance to its slab level; the whole elevator slab being monolithic. The warehouse is 18 ft. high above slab level, and both elevator and warehouse have a 5-in. concrete slab roof. The dump sink is 5 ft. deep and the driveway 14 ft. high from floor level to ceiling.

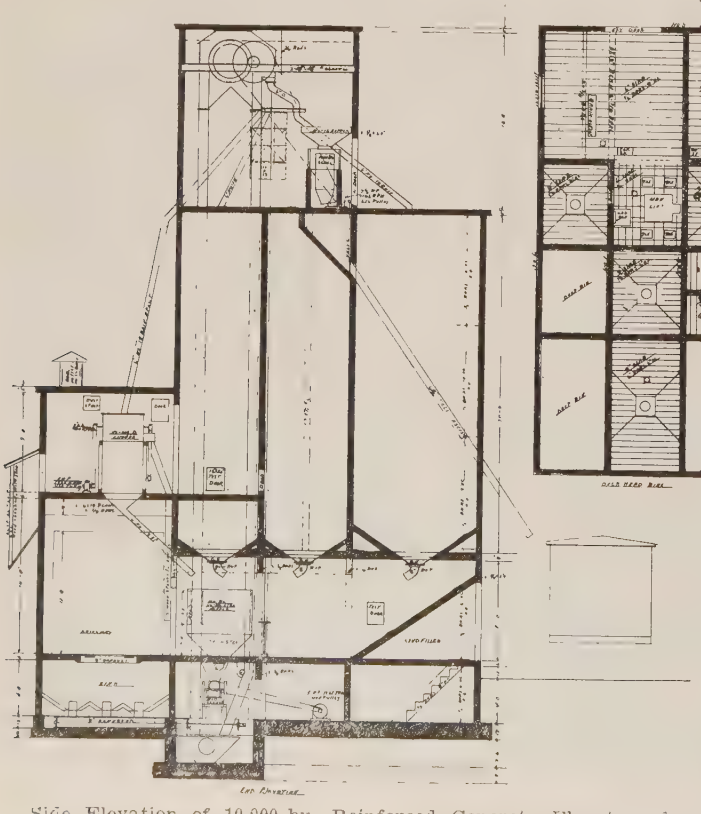
Above the driveway is a structure 9 ft. high providing space for one grain bin, a cleaner room and a dust room. In the cleaner room is a cleaner which receives material thru a steel spout running from the cupola, and which may be reached by either leg. Clean grain is discharged back into the main house for re-elevation and dust is blown into the dust house which has an air vent to the roof and an outside cleanout door.

Grain from the dump sink is carried to either of the two boots by a screw conveyor. Each of the two elevator legs has 9x5 buckets and either leg can reach any bin in the house thru turnheads and the system of spouts in the cupola. These legs have rollers to keep the belts from swinging against the casings. Another leg which is fitted with 6x4 buckets receives ground material from the electric driven Scientific Attrition Mill in the warehouse and delivers it to a bagger. Grain for grinding is conveyed to the mill thru a spout from either of the two grinding bins in the elevator.

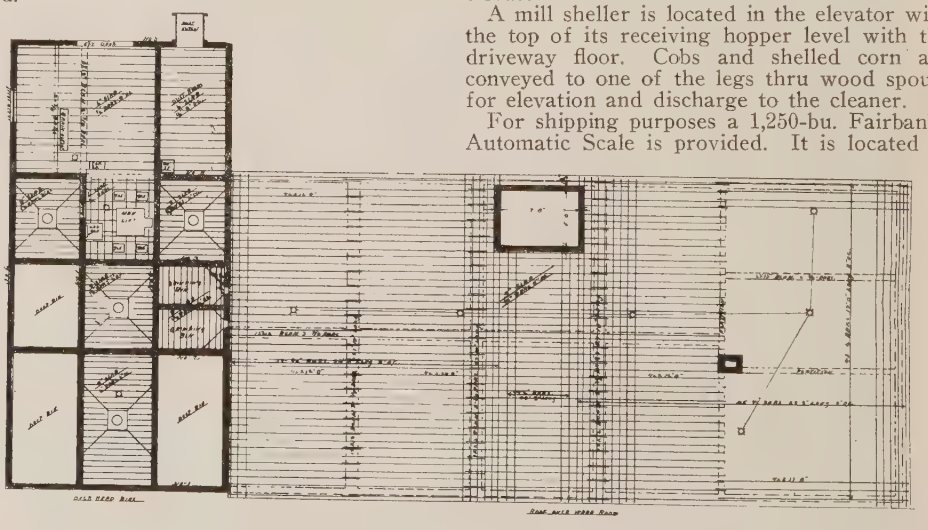
A mill sheller is located in the elevator with the top of its receiving hopper level with the driveway floor. Cobs and shelled corn are conveyed to one of the legs thru wood spouts for elevation and discharge to the cleaner.

For shipping purposes a 1,250-bu. Fairbanks Automatic Scale is provided. It is located in the cupola and receives grain from either of the legs. Immediately below the scale is a concrete receiving hopper of ample capacity to hold several drafts of the scale, and this hopper forms the chamber which has immediate communication with the car spout. A dormant hopper scale of 100 bus. capacity is located on the workroom floor immediately below one of the overhead bins and its weighings are discharged to one of the boots.

A unique feature of the plant is a test door in the lower part of a wall of each bin to enable the operator to observe the condition of the grain in the bins at all times.



Side Elevation of 10,000-bu. Reinforced Concrete Elevator of Colon Elevator Co., Colon, Mich.



Plan of Bins and of Reinforcing of Roof Over Warehouse.

Easy access to basement and cupola is made possible by a manlift, and this is supplemented by a steel ladder. Other steel ladders reach the slab roof over the cupola and that over the dust room. There is also a 40-ft. chain ladder for use in the bins. It is let down thru manholes in the bin covers, and may be moved from one bin to another as occasion requires it.

All of the bins are hoppered, and all have solid concrete tops or covers.

The greater portion of the warehouse space is set aside for the storage of bagged grain, feed and other products, and it has a half-ton freight elevator for transferring material from one floor to another. The inside ground dimensions of the warehouse are 28x59 ft.

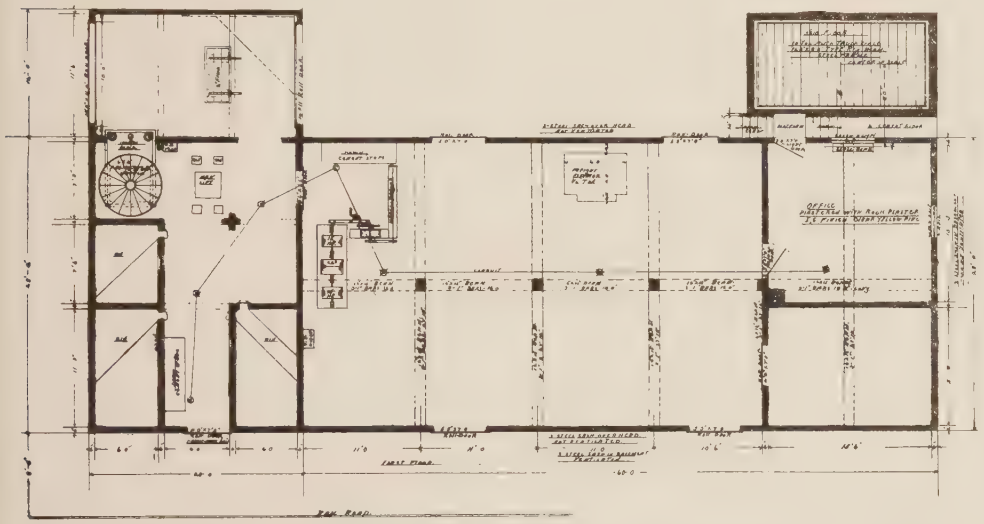
The office, in one corner of the warehouse building, and at the end opposite the elevator, is 15 ft. 3 in. by 15 ft. 6 in., and its walls are plastered with rock plaster. The finish is clear yellow pine. The 10-ton Fairbanks Auto Truck Scale is outside the office, its platform being in direct line with the elevator driveway. The scale beam is inside the office, a clear view from both inside and outside being given by a scale window.

All outside doors for elevator, driveway and warehouse are of the rolling type. They were built on the job, using two thicknesses of 1-in. lumber and covering it with No. 22 galvanized iron. The office doors are of the usual swinging type.

Power for the operation of all machinery is furnished by F-M Electric Motors, of which there are 4, exclusive of the two direct connected with the attrition mill. A 7½-h.p. motor in the cupola drives the legs; one of 5 h.p. in the cleaner room operates the cleaner; one of 5 h.p. in the basement drives the sheller, the conveyor and the overhead dump in the driveway; and another of 3 h.p. operates the freight elevator.

The legs are fitted with 10-in. 4-ply rubber belt, of which 270 ft. was used. Power for the operation of the cleaner, sheller and conveyor, and the head counter shaft in the cupola is transmitted by leather belt, 97 ft. of this being used. Spur gears provide for speed reduction between counter shafts and head shafts of the legs in the elevator as well as that serving the grinder. Electric wiring thruout the plant is in rigid iron conduit.

The plant was designed and constructed by the Reliance Construction Co.



Plan of First Floor of Elevator, Warehouse and Office of Colon Elevator Co., Colon, Mich.

North Dakota Grain Law Invalid.

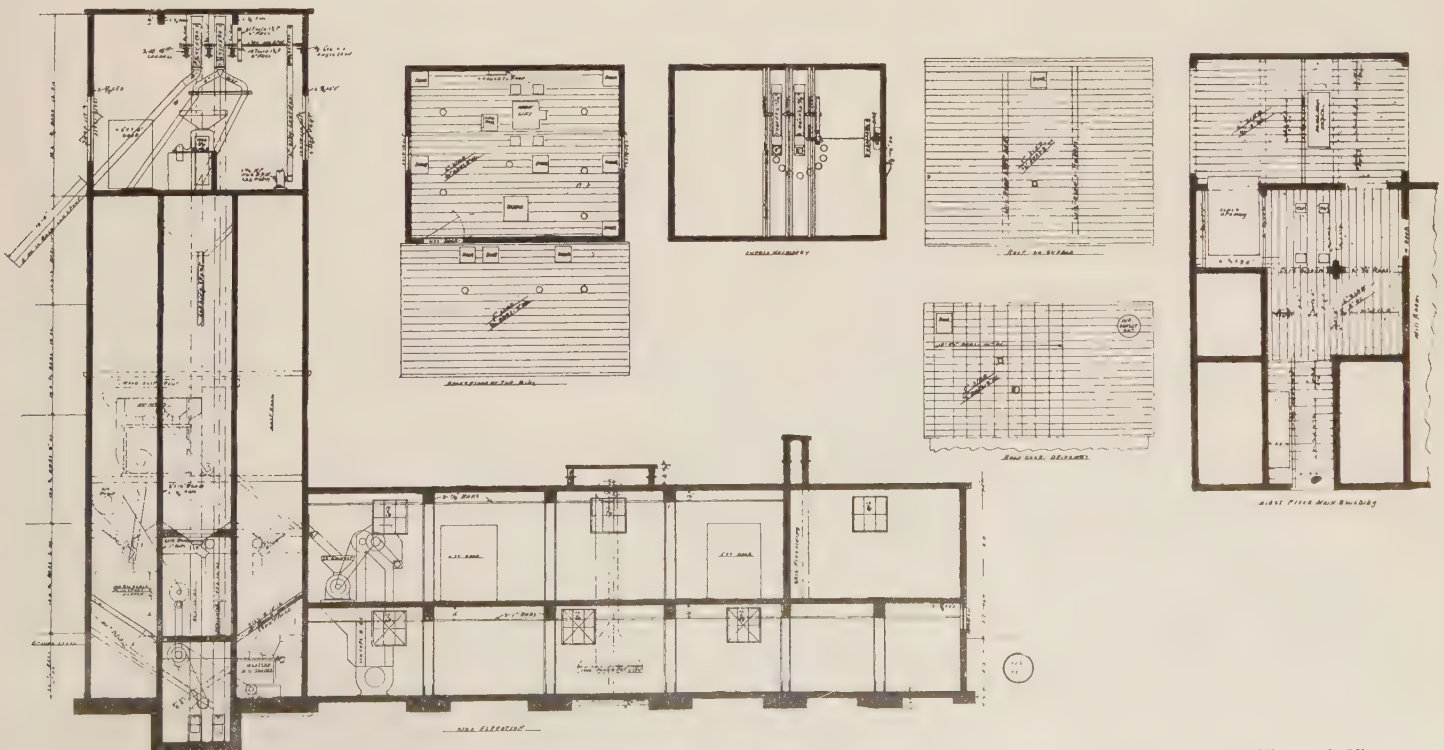
In a decision rendered in the case of the State of North Dakota vs. the Farmers Grain Co., Embden, N. D., the Supreme Court of the United States has rendered a decision holding the grain laws of North Dakota invalid. These laws were enacted as part of the Non-partisan League program, and, among other provisions, authorized the fixing of the margins which country grain dealers might figure in making their purchases of grain from farmers.

Lower courts have given varying rulings in the case, but it is now effectually disposed of and the laws will become inoperative because in conflict with federal statutes governing interstate commerce.

Oriental Ships Carry Much of the Grain From Portland.

Coincident with the large increase in grain shipments from Portland recently is the large increase in the amount of grain to be carried away by Japanese vessels. More grain is reported to have cleared from Portland in Japanese bottoms of late than in the vessels of all other countries combined. A Portland vessel agent said that glancing at the recent lists of grain carriers clearing from Portland, was like looking at a Japanese dictionary.

American shipowners are not the only ones to view the situation with alarm. The Norwegian, Swedish and British owners, who frequently shade the prices established by the U. S. Shipping Board vessels, say they cannot meet the prices established by the Japanese companies. It was only recently that three Japanese vessels came all the way across the Pacific in ballast to load wheat and flour at Portland for the Orient.



Side Elevation of 10,000-bu. Reinforced Concrete Elevator and Warehouse of Colon Elevator Co., Colon, Mich. Also Plan of Floor Above Bins, Distributor Floor, Reinforcing of Roof Above Bins, Reinforcing of Roof Over Driveway and Cupola, and Plan of First Floor of Main Building.

Grain Carriers

A REDUCTION of 10% in rates on feeds and hay will be made effective April 1 by the Bangor & Aroostook railroad.—S.

ON Feb. 8 there were 467,997 freight cars idle because of business conditions, a reduction of 34,022 from the figures at the beginning of February.

DEALERS at Kansas City who had received requests for increased bonds to guarantee freight charges during 1922 have been notified that the requests may be disregarded.

A PROPOSAL has been made that a ship canal be built from Lake Erie to the Hudson River as a counter proposition to that involved in the St. Lawrence River Ship Channel project.

ON Jan. 15 the number of freight cars idle because of business conditions reached the total of 646,673, a record for recent years. As one evidence of improving conditions, the total had fallen to 489,842 by Jan. 31.

TEN transatlantic steamers were in port at Portland, Me., on Feb. 11 to load grain cargoes for European ports. One, the British steamship General Church, was to take 350,000 bus. of wheat, the largest single cargo of wheat ever loaded in Portland.

CONTRACT has been let by the Santa Fe Railway for the construction of 60 miles of new line of railroad from Satanta, Kan., to Springfield, Colo. Work will begin Mar. 1. This is the first piece of new railroad construction of consequence in several years.

RATES on coal from points in Colo., Wyo., Kan., and Ark., to destinations in Ia. and Neb., were found not unreasonable by the Interstate Commerce Commission, and the complaint of the Nye Schneider Fowler Co., Fremont, Neb., filed July 7, 1921, was dismissed.

A DECISION by the Canadian Railway Commission requires railways of the Dominion to continue the charge of 1c per cwt. for the milling in transit, storage and cleaning privilege. The carriers had asked for permission to advance the rate to 2c per cwt.

THE STEAMER Sam Nager, while enroute recently from New Orleans to Norfolk, Va., encountered a severe storm and her supply of coal was exhausted. About 40 tons of her corn cargo were burned under the boilers, and the master reported the corn satisfactory as fuel, altho expensive.

RECENT orders for railway cars include 1,400 for the C. B. & Q. and 20 for the Union Pacific. The Pere Marquette has announced its intention to make extensive improvements during the year, and the Frisco will spend about $8,000,000 in improving, repairing and purchasing rolling stock.

THE Railroad Labor Board rendered a decision giving the Missouri & North Arkansas R. R. permission to reduce wages of its employes 25%. This road is in the hands of a receiver, and it is the first time the Board has considered the ability of a carrier to pay in fixing wage scales.

RATES on grain from Chicago to the Pacific Coast were reduced approximately 20% by the Chicago, Burlington & Quincy, the Great Northern and the Northern Pacific railroads, effective Feb. 7. The new rates are practically the same as those in effect prior to the increase in Aug. 1920.

AN ORDER has been placed with a Manitowoc, Wis., boat builder by the Oriental Mills Transit Co. for a boat 86 ft. long and having a beam of 28 ft. and a depth of 8 ft., to be used in handling flour on the Great Lakes in small quantities. This may forecast the return of the small barge to the Lakes.

FREIGHT TRAFFIC of the United States in 1921 was 23.3% less in volume than that of 1920, the decline being the greatest both relatively and absolutely that the railroads of the country have suffered in the course of any single year. The net ton miles in 1921 were 344,167,000,000, or 104,390,000,000 less than in 1920.

BUFFALO, N. Y.—Suit has been filed by James C. Fields against the Frontier Elevator Co., and the Richland Steamship Co., alleging injury while the plaintiff was helping to unload a steamer here last August. The claim is made that a pulley broke and struck him on the head, and damages of $20,000 are asked.

IMPROVEMENTS made at New Orleans for handling freight on the Mississippi-Warrior Rivers Barge Line will have the same effect as an increase of 25% in the cargo carrying equipment of the line, according to a recent announcement by J. P. Higgins, executive assistant to the federal manager of the line.

THE CARRIERS of New England have been given permission by the Interstate Commerce Commission to increase rates so they will receive an increase of approximately 15% in revenue on freight business interchanged with trunk lines. The increase comes out of the share accruing to trunk lines on thru business and does not affect the rates paid by shippers.

LEGISLATION that would restore to the states control over rates for intrastate transportation was declared desirable by Gov. Kendall of Iowa; Frank L. Smith, chairman of the Illinois Commerce Commission; and A. G. Patterson, pres. of the Alabama Public Service Commission, in their testimony before the house commerce com'ite in Washington Feb. 24.

WHEN navigation on the Great Lakes opens in April, the Chicago Steamship Line will place in service two boats to operate from Chicago and Milwaukee to Detroit, Montreal, Quebec, Boston, New York and Philadelphia via the Welland Canal, St. Lawrence River and the Atlantic. A 14-day service to Philadelphia will be guaranteed, and rates are expected to be at least 20% cheaper than all rail rates.

A CARGO of bulk grain shipped from Portland and Seattle to Marseilles, France, via the Panama Canal, arrived in as good condition as when loaded. The master of the vessel reported that the grain was not damaged in any manner, and that the cargo did not settle or shift noticeably, altho some pretty bad weather was encountered in the Carribean Sea and the Gulf of Lyons.

CHARGES collected upon shipments of grain consigned to points in New England or to New England gateways and subsequently reconsigned, were found unreasonable in the decision of the Interstate Commerce Commission upon the reargument of the complaint filed by the Boston Chamber of Commerce against the Director General of Railroads as agent for the Grand Trunk Ry. of Canada and other carriers. The case involved reconsignment charges collected at "hold points."

A DECISION recently given by the Interstate Commerce Commission holds that a charge of $10 per day on cars of lumber held for reconsignment beyond 48 hours after 7 a. m. of the day following notice of arrival was not unreasonable or otherwise unlawful. The Commission held, however, that under present conditions with a great number of idle freight cars and an entire absence of congestion thruout the country, such a charge is unreasonable and will continue to be so as long as present conditions continue.

RAILROADS that earned more than 6% in 1920 have been granted an extension of time in which to file reports on their business for that year with the Interstate Commerce Commission. The original order requiring the reports was dated Jan. 16, but not issued until ten days thereafter, and called for the reports by Feb. 1. This gave only a few days in which to complete the work, and an extension until April 1 has been made. These railroads are to pay one-half the excess above 6% into a fund to be held by the government and to be used for lending to roads not earning 6%.

RATES to Memphis and territory basing thereon, and to New Orleans, etc., domestic, will be advanced Apr. 1 to accord with a decision of the Interstate Commerce Commission, it was announced recently by John A. Kuhn, traffic mgr. for the Omaha Grain Exchange. At the same time there will be a slight reduction to points in Louisiana on the west side of the Missisippi River, Shreveport and south, altho the rates have not been fixed.

JUDGMENT against the director general of railroads has been awarded the Early & Daniel Co., Cincinnati, O., in the amount of $1,301.20 in its suit based on damage to a shipment of wheat because of delay. The shipment was made in August, 1918, and the defense was that the delay was occasioned by war conditions, but in affirming the judgment the court of appeals said there was no provision in the contract of transportation providing for release from liability because of war conditions.

THE SOO LINE on Feb. 15 made effective a tariff providing for rates on oats from Minneapolis to the east the same as those now in effect, except that the proportional billing would not be necessary. The proportional billing on oats now in store would provide for a rate of 3½c more than the present rate, and on much of the grain for which the tonnage had expired the difference would be 13½c more than the present rate, a serious handicap to the marketing of the stocks in store. The proposed rate did not apply via Chicago. On Feb. 17 it was announced that the Interstate Commerce Commission had refused to approve the proposed tariff.

REPARATION has been awarded the Flanley Grain Co., of Sioux City, Ia., in its complaint against the Director General of Railroads alleging unreasonable rates charged by the Great Northern on shipments of 31 cars of corn and oats shipped between July, 1918 and Sept., 1919. The shipments were made from northern and northwestern Iowa and southeastern South Dakota to destinations in northwestern North Dakota. The amount of the reparation was not fixed, as it must yet be determined. The rates assailed were held unreasonable to the extent that they exceeded the rates in effect prior to June 25, 1918, plus an increase of 25% with a maximum of 6c.

Commercial Tipping.

The effort to break up the elaborate system of extortion operated by some porters, truckmen, customs employees and others in New York under the guise of "tips" faces the difficult problem of persuading tip-givers to discontinue the practice, as well as that of finding an effective method of detecting and punishing the tip-takers or extortionists. The tip-giver is the most responsible factor in the situation and is perhaps the greatest offender of the two parties to these transactions.

Aside from immediate loss to consumers arising out of the practice, the system is destructive of business and labor morale. The man who has, or is conceded, the right to exact tribute from those he serves is more likely to give a poorer service in return for bribes than a better service. He naturally feels that he is in a position of some superiority so far as the service he performs is concerned, and is, therefore, more or less inclined to tinge his manner and his performance with contempt and deliberateness than would be the case if he were doing his job in the regular way in the performance of his agreement to give a day's work for a day's pay. The business man who volunteers or submits to demands for tips also loses morale and is the more likely to extend his loose practices into other fields.—The American Exchange National Bank.

GRAIN in malt houses at Chicago will be included in the visible supply on and after Feb. 27, it was decided recently by the Board of Trade. The stocks of grain in these plants at present consist largely of corn and barley.

Two Men With But a Single Name.

It is not infrequent that one finds two men who bear the same name, so perhaps there should be nothing remarkable about such an occurrence; but there is enough of the unusual about the case recorded herein to make it of interest to every man connected with the handling of grain, for not only does it relate to two men associated with the grain trade whose names are identical, but it relates as well to two men who have achieved success in two different branches of the trade that are distinctly dissimilar.

Each of the men bears the name H. A. Foss, and in passing it may be remarked that the pen written signature of each man is so much like that of the other that even experts are puzzled by their similarity. The Mr. Foss at the left in the engraving reproduced herewith is Weighmaster of the Chicago Board of Trade; the Mr. Foss at the right is located at Minot, N. D., where he is a field representative for the Atwood-Larson Co.

H. A. Foss of Minot, N. D., was born on a little farm a few miles from Christiania, Norway, Nov. 25, 1851. In 1877 he came to America, working on farms in summer and writing for Norwegian newspapers in winter, also writing a few novels and short stories in his native language until 1888, when he began publishing his own Norwegian language newspapers, first in Grand Forks, N. D., later in Minneapolis.

His experience in the grain business began in 1899 when he was appointed chief clerk in the state grain inspection dep't at Duluth. In that capacity he perfected and installed a new system of bookkeeping which has been in use ever since. Leaving the inspection service at the expiration of his term of appointment, he worked for two seasons as bookkeeper for the commission firm of McKindley & Nicholls. In July, 1904, he engaged with the Atwood-Larson Co., with whom he has since been connected, and a few months thereafter he was elected a member of the Duluth Board of Trade.

During the first few years, Mr. Foss was the only man his employers had in the field. He traveled the then "wilderness" of North Dakota and found the greatest opportunity in the western part of the state; and when additional men were employed and the territory divided he remained in the northwestern portion of North Dakota, settling with his family at Minot where they still reside.

Mr. Foss is now one of the stockholders in the firm which he serves, he has a financial interest in some local elevator companies, and has also one good elevator. The latter is located at Karlsruhe, N. D., is managed by his eldest son, Herman O. Foss. It is operated on strict business principles and has been a success in spite of adverse markets and light crops.

H. A. Foss of Chicago was born in New Hampshire on St. Patrick's Day March 17, 1859. While yet a youth his parents removed to Chicago, and it was during his school life that he first became connected with the business of weighing as a weigher of dressed hogs at the stockyards. He left Hillsdale, Michigan, College at the end of his freshman year and became identified with the grain inspection dep't at Chicago, serving in that work for 3½ years.

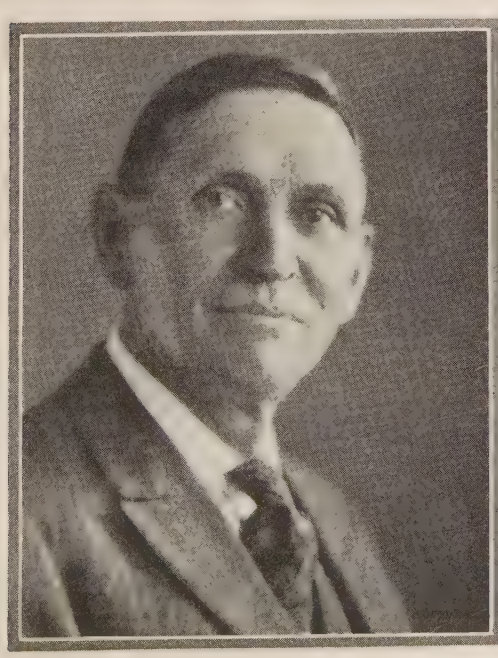
For 19 years following that service as inspector, Mr. Foss was Receivers Agent at Chicago. His duties in this position were to follow samplers and inspectors in the various railroad yards where grain was received to see that the sampling was done properly and efficiently. This was for the direct benefit of the shippers of grain and the purpose of the service was to make certain that there was true and correct sampling of every car of grain arriving at Chicago. When Foss did the work, the receivers knew it was done right.

On July 1, 1898, Mr. Foss became Weighmaster of the Chicago Board of Trade, a position in which he continues to the present day. When he took the office, the dep't was disorganized and inefficient. Now it is recognized by students of weighing thruout the world as the highest achievement in agencies for determining quantities of commodities marketed in commerce. It may be too much to say that it is perfect in itself; but it is entirely proper to refer to it as an agency that is not surpassed in its approach to perfection by any other of its kind.

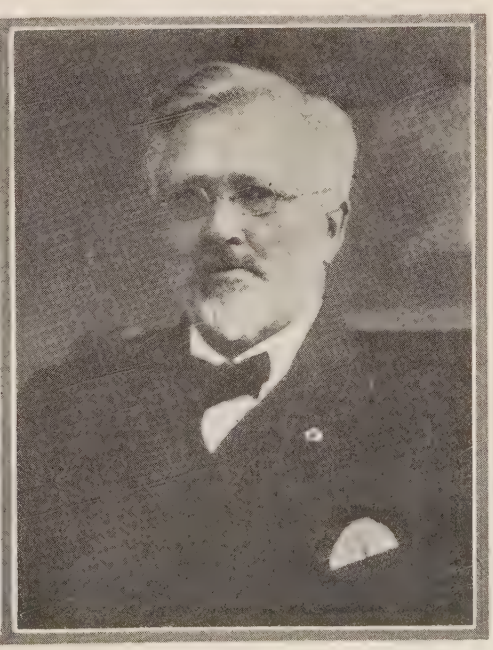
Another agency of the Chicago Board of Trade is also under the direction of Mr. Foss. This is known as the Custodian Dep't, and while it is in some respects related to the weighing of grain it is an agency complete in itself and designed to perform a distinctive and important mission. In effect, it is the work of the Custodian Dep't to receive and to hold title to grain entering Chicago private elevators until that grain is paid for by the buyer; and thereafter to guard that grain for the protection of all who may be interested in it as collateral for loans or otherwise. It is the commendable record of the Custodian Dep't that since its organization there has been no loss thru fraud or bankruptcy to owners of grain or to banks loaning money on grain coming within the control of the dep't.

The influence of Mr. Foss's vigilance has extended far beyond the Chicago Board of Trade Weighing Dept. The aid of his scale experts in ferreting out weighing troubles have been called for by sufferers many miles away. His publications, the "Shippers Manual," "Facts and Factors in Accurate Weighing," and "Cloth, an Insurance Against Leakage' have been perused with deep interest by grain shippers in all parts of the country.

The entire grain trade has profited largely by the careful methods introduced by Mr. Foss to insure correct weights to stop waste and pilferage. His marked success in the Chicago district has inspired every grain handler to greater care in weighing and coopering and to greater confidence in the weights of others.



H. A. Foss of Chicago.



H. A. Foss of Minot, N. D.

No Jurisdiction When Right of Way Lease Is Not Affected by Public Interest.

The Nebraska State Railway Commission on Feb. 8, 1922, dismissed the complaint by the Hampton Lumber & Coal Co. against the increase from $10 to $150 by the Union Pacific Railroad Co. in the rental of ground on the right of way occupied by a lumber yard and coal sheds. The Commission said:

If the relation of lessee and carrier is purely private the state, and therefore the public, can have no legal interest in any of the lease conditions or in whether a lease is executed at all.

In the argument of this case representatives of grain elevator industries, who appeared as interveners, urged that elevators are a transportation necessity and a required station facility; that if these facilities were not furnished by private parties it would be necessary for the carrier to furnish them and to elevate grain for compensation; that the rate of compensation would be as much under regulation as the rate of transportation and might be included with it; that rates of rental and lease conditions would, if the carrier furnished the facility, be under supervision as to reasonableness and as to discrimination; and that therefore since these duties of the carriers are delegated to private individuals the carrier has not released itself from its obligations by merely sub-letting to other parties a part of its duties. This was the view taken by the Board of Railroad Commissioners of Iowa in Staceyville Grain & Coal Co. v. Ill. Cen. R. R. Co., P. U. R. 1920-B, 133, and the conclusion of that board was extended to include coal sheds, altho with no particular logic in tying the two into the same transportation activity.

Assuming that there is sound reasoning in the contentions of the elevator owners, summarized above, there is yet nothing that points to the Commission's jurisdiction in the case before us. Here is a lumber yard located on railroad ground not presently needed for railroad purposes. It has no trackage advantage and is unable even to unload cars with greater facility than would be the case were the yard located on private ground adjacent to the present location or on private ground on the other side of the right-of-way. Complainant has merely rented a suitable location close to the heart of the business section of the town and there operates a lumber yard.

Nothing in the testimony indicates that the public is in any way interested, either financially or in added convenience by reason of the present location. The lumber yard lease appears to be purely a private relationship between the lessor and the lessee. So far as we are able to see the mere fact that the one party to the transaction is a common carrier does not change its status. This being true it follows that we lack the authority to measure the reasonableness of the charge for annual rental of the ground.

It may be possible that the carrier, under proper tariffs and for proper compensation, might be required to take charge of freight as soon as it comes onto the right-of-way and to keep it in charge and be responsible for it until it leaves the right-of-way, including under its duties loading and unloading. There is involved, of course, the practical consideration of whether such rule could be applied covering all carload freight. No such rule now exists. The carriers' transportation act and its liability for the coal ends when the car is spotted at the coal shed and the shipper notified. Thereafter its handling is a private transaction.

Without finally passing on the question as it relates to coal sheds, and not at all as it relates to grain elevators, the Commission is enough in doubt as regards the lease on ground occupied by coal sheds in this case to include it in its general determination that it has no jurisdiction to consider the complaint.

ROUMANIA has prohibited the exportation of grain, pending further returns of the quantity of cereals available.

Ground Rentals for Elevator Sites Being Increased—IV

ILLINOIS.

Pay $90.00 Per Year to C., I. & S. Ry.

Momence, Ill.—We pay $35.00 per year for ground for our elevator and $55.00 for ground 90x300 ft. for lumber yard. Have no notice of increase.—Hess Bros.

Raised to $30 per Year by C. & N. W. Ry.

Allen (San Jose p. o.), Ill.—At present we are paying $30.00 per year for our elevator site. It was raised from $25.00 in 1916. Have heard nothing of another raise.—Farmers Elevator Co.

Rent Raised from $12 to $60 by I. C. Ry.

Elkville, Ill.—During the last five years my rent was raised from $12.00 to $60.00 a year. I have a five-year lease with the understanding that I will move upon 30 days' notice.—S. J. Castleton.

Pays $180 Per Year Ground Rent to Big Four.

Mansfield, Ill.—I am paying $180.00 per year ground rent for my small grain house, which is entirely too much, but what can I do? Pay it and furnish a depot to store grain for the railroad to haul.—C. M. Dauberman.

Unreasonable to Charge $40 for 400 Sq. Ft.

Irving, Ill.—The railroad company has raised me from $20 to $40 for 10x40 ft. for a coal shed on its land. This is certainly unreasonable and it must be paid in advance. I am asking the Illinois Commerce Commission to look into it.—F. L. Rhinehart, manager Irving Co-op. Equity Exchange.

I. C. R. R. Holds Up Another Dealer.

Lerna, Ill.—When I first commenced I paid $10 a year rent. Then the I. C. R. R. raised it to $20, $40 and $85. A big rent would be $20, as the ground cost the railroad only $275 when purchased 20 years ago. When I refused to pay $85 the R. R. said "Move." I then paid.—J. H. Snowden.

C. & E. I. Willing to Compromise.

Wellington, Ill.—We have been paying $20 for 0.95 acre and they have been trying since June to raise to $140 per year. Our competitor and ourselves have written them a joint letter asking for a friendly lawsuit to determine the real value of the ground; and since offering to do this the C. & E. I. asks what we are willing to pay. So we think it is a question of the dealers getting together and demanding a fair adjustment.—Boughton Bros.

Railroads Taking Advantage of Dealers.

Galesburg, Ill.—For 32x185 for coal purposes we are paying the Santa Fe $52, and for the little office on the same ground we pay $1 per month, making a rental of $64 per annum. In every case the railroads have started us with a nominal and fair rental, but it has not taken long until they have doubled and trebled their leases, so for this reason we purchased our own ground to get away from this kind of business and find it far more satisfactory. We feel that the work you are going into in this matter is justified, for the railroads are taking advantage of the dealers that have to use their right of way.—Consumers Fuel & Feed Co.

Rent Increased from $10 to $72 by T. St. L. & W.

Chapman, Ill.—We have a small elevator, hay barn, coal house and office all close together and covered with two leases. We pay $36.00 a year on each lease, making a total of $72.00 per year. We pay on a very small tract of land and there being only the one railroad here it gets the benefit of all the outgoing and incoming freight from these buildings. (The buildings belong to us.) A few years ago we paid $5.00 a lease, then $12.00 and now $36.00. We feel like this is unjust and told the railroad agent so and he said we could pay or vacate. We are not opposed to paying a reasonable rental, but we are paying entirely too much, and we think there should be some law enacted to regulate price according to the value of the land.—J. H. & M. F. Toberman.

$5 a Year Is Enough.

Quincy, Ill.—At Perry Springs, Ill., on the Wabash, we formerly paid $5 per year rental. The railroad company now charges us $15 per year rental.

On the C., B. & Q. we pay $5 per year for our elevator located at North River, Mo. At West Quincy, Mo., we pay $5 per year for a lease which is located wagon scales only. At Rock Creek, Ill., we pay $5 per year where we have an elevator and at Ursa, Ill., we pay $18 per year where we have an elevator and in former years the charge was only $5 per year.

We do not know what the future charges will be. However, we do think that $5 per year covering ground rental for elevators is enough inasmuch as the railroad company is favored with every shipment that is made.—Jones-Herr & Co.

INDIANA.

$85 to I. C. Too Much.

Merom, Ind.—Five years ago I paid the Illinois Central Railroad Co. $12. Now I am paying $85 per year. I am occupying the same ground now as I was five years ago. This is too much rent for me to pay.—Cliff W. Wilson.

MINNESOTA.

Raised $10 to $15.

Butterfield, Minn.—In 1919 the rent was increased from $10 to $15 here, which is the only station where we pay for a lease.—Benson Grain Co., Heron Lake.

Satisfied with $18 Per Year.

Claremont, Minn.—We are now paying $18 per year for each elevator location on the C. & N-W. which we consider about right.—Duncan & Kidder Elevator Co.

Originally $5, Now $179.65.

Balaton, Minn.—The C. & N-W. Ry. Co.'s rental is $179.65 for site of elevator and coal sheds. I understand the elevator site rented originally for $5 15 years ago.—Farmers Co-op. Co.

Soo Line Rentals $20 per 100 Ft.

Detroit, Minn.—Our rentals on the Soo Line are based on the rate of $20 per 100 ft., and in addition to this we have to pay the real estate taxes on the assessed valuation.—Detroit Elevator Co.

Rent More Than Doubled by Gt. Northern.

Chisholm, Minn.—Where we used to pay $20 the G. N. Ry. is taxing us $60 for 1922, and on one raised from $7.50 to $15. They figure the number of square feet by 0.64 I. C. C. ruling, plus 3%. Originally the rental was $15 in 1911.—Chisholm Produce Co.

Great Western Raised 50 Per Cent.

Simpson, Minn.—I paid $10 a year prior to 1920, when the rent was raised by the Chicago Great Western Railroad Co. to $15, for the site of my elevator. It seems to me that since the road derives its income from the freight I ship over it no advance should be made in the rent for the elevator site.—L. D. Harris.

Raised 50 Per Cent.

Bird Island, Minn.—We are paying $32 per annum for elevator site and coal sheds on 200 ft. trackage, 5% above the original.

I have talked with the railroad commission and agree with them that they have no authority in this matter. Altho I believe we should not be required to pay rental as we are a convenience and benefit to the railroad, I do not consider the matter of much importance, as the lease gives us the absolute privilege to use the grounds.—Chas. Kenning, sec'y Farmers Elevator Co.

MONTANA.

Paying $20 a Year for Ground.

Cascade, Mont.—We are paying $20 per year in advance for ground rental for 30,000-bu. elevator on Great Northern R. R., and we paid the same in 1921—Cascade Co-operative Ass'n.

Not Dissatisfied.

Chinook, Mont.—We have a 70-ft. site on the Great Northern that costs us $26 per annum. We have three other sites along the G. N. that range about $12.50 per annum.—Milk River Elevator Co.

Pay $7.50 Plus Taxes on G. N. Ry.

Glasgow, Mont.—We do not pay the railroad anything on our trackage or site as we own both. However, we have a warehouse at Wolf Point where we pay a yearly rental of $7.50 and then taxes against their right of way which amounted to $6.58 this year.—Glasgow Flour Mill Co.

Raised from $55 to $120.

Dillon, Mont.—For 85x94.9 ft. site of our grain and implement warehouse we paid four years at $55 a year, which was raised in 1920 and 1921 to $120. The old rate was more than the ground was worth, but we are now being charged an excessive price, considering that the grain moved thru the warehouse results in the direct gain of the carrier.—Dillon Implement Co.

Ground Rentals Satisfactory.

Kalispell, Mont.—We have an elevator and two warehouses on the Great Northern right of way and the amount that they are charging us as rental is very materially cheaper than we could possibly hope to get from private parties, or we could afford to invest in warehouse and elevator sites of our own. Our experience as regards to ground rentals has been very satisfactory.—Kalispell Mercantile Co.

Pay a High Rental to G. N. Ry.

Flowerее, Mont.—We pay $7.50 per year for our coal yard site and $12.50 for our elevator site. At first thought this does not seem high, but when you consider that the highest valuation that has ever been placed on land in this vicinity is $50.00 per acre and that price lasted only about a year it is entirely too high. Any number of city lots may be had for the taxes. When you consider that every two and a half years we pay for an acre of land at the very best price that has ever been asked and that that land could be secured within 200 ft. of the elevator it seems pretty high rent. It does not seem right that we should pay rent on the track in front of our site. Is it not a fact that the railroads have their land department separate from their traffic department and the rentals are credited to the land department and are never taken into consideration by the interstate commerce commission in fixing our rates?—Flowerее Farmers Elevator, Fred Strong, mgr.

NEBRASKA.

$1 Per Side Track Foot.

Stuart, Neb.—The C. & N-W. is charging us 75c per side track foot or $6.00 for an 80-ft. warehouse lot on the Norfolk-Winner branch. This has been the rate during the past five years. Just prior to that the rate was $5 per warehouse lot as we remember it. We have only one lease on the main line. That at $50 per annum figures out about $8.25 per warehouse lot or fraction of warehouse lot occupied per annum. A little more than $1 per side track foot.—Wm. Krotter Co.

OHIO.

No Increase from Pennsylvania.

Dunkirk, O.—We are paying $5 for ground for our elevator leased from the Pennsylvania System, and have had no increase in rental.—Friedly Bros.

$10 a Year for 24 x 36.

Norwalk, O.—At Collins we pay the N. Y. C. $10 a year for a space 24x36 occupied by a building used as a hay barn.—F. A. Jenkins.

Raised $50 to $120 by Cincinnati Northern.

Savona, O.—Bought plant at Savona owned by Cincinnati Northern R. R. Co. July, 1920. Rental formerly was $50, last year advanced to $120 per year.—Chickasaw Milling Co., Chickasaw, O.

L. E. & W. Raised to $67.60.

Fremont, O.—We pay the L. E. & W. Ry. Co. $67.60 per year for 258 ft. frontage on railway spur. The year previous the rental was $50. Land values here are $200 per acre.—I. L. Shaw & Co.

Raised from $12 to $150.

West Liberty, O.—Rental March 26, 1906, was $12; May 23, 1912, $52, and Sept. 14, 1920, $150. Assessed value for taxes, $232, tax $1.77 per $100, $4.10; total, $154.10.—Mad River Farmers Exchange Co.

L. E. & W. Jumped from $75 to $293.

Findlay, O.—Our plant is located on the L. E. & W. Ry. Rent on site June 1, 1919, to June 1, 1920, was $75, previous to which we have no record. Today one year's rent is $293.40.—Hancock Co-op. Elevator & Supply Co.

Raised by N. Y. C. to $125.

Bellevue, O.—Our rental to the N. Y. C. R. R. Co. has been $69 per year for several years until April 19, 1921, at which time they compelled us to pay rental of $125 per year, an increase of practically 100%. We protested vigorously, but it did us no good.—Buckingham Grain & Seed Co.

Charged by Penn. R. R. for Track Everybody Uses.

Lafayette, O.—Besides paying the Pennsylvania $15 a year for coal storage ground they charge us $10.50 per annum for the use of the track to unload coal. As everybody uses this same track to unload coal and merchandise without paying a cent we don't think it just.—R. E. Clark, mgr. Lafayette Co-op. Co.

OKLAHOMA.

Pays $12 Per Year Rent.

Guthrie, Okla.—We have a part only of three buildings on railroad ground. It charges us $12 per year. The land has no value, but a part of the railroad company's rails is on our ground.—W. H. Coyle.

SOUTH DAKOTA.

$35 Per Year to C., M. & St. P.

Oldham, S. D.—An elevator here with a coal shed 100 feet long has been paying $35 per year.—Bob Fruen.

A COMPLAINT filed with the Federal Trade Commission against a flour miller who had promised to give a gold filled watch as a premium to each merchant who sold 25 barrels of the miller's flour in a certain period has been dismissed.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Pine Bluff, Ark.—The Marco Milling Co. has been out of business for several months.

Pine Bluff, Ark.—Mail addressed to Huddleston-Powledge Co. is returned marked "unclaimed."

Fort Smith, Ark.—H. G. Williamson, formerly with the Western Grain Co., has succeeded Charles E. Jones as mgr. for the Consolidated Flour Mills Co., Mr. Jones having been transferred to the home office in Hutchinson, Kans.

Little Rock, Ark.—At the annual meeting of the Grain Exchange the following were elected: Guy Williams, pres.; F. Kramer Darragh, vice-pres.; and J. F. Weinmann, Walter Brown, E. L. Farmer, Geo. E. Cuningham and C. L. Gordy, directors.

CALIFORNIA

Oakland, Cal.—A 1,000,000 bu. elvtr. is planned for this city, according to W. H. Heileman, sec'y of the Calif. Farm Buro Elvtr. Corp., which will build the new structure. The company is also planning to build from six to ten other elvtrs. at various locations.

CANADA

Winnipeg, Man.—Charles H. Whelpley, mgr. of the Western Terminal Elvtr. Co., Ltd., died recently of pneumonia.

Port Arthur, Ont.—A building permit has been issued to Parrish & Heimbecker, of Winnipeg, for the erection here of a 250,000-bu. reinforced concrete elvtr.

Rouleau, Sask.—The Malden Elvtr. Co., Ltd., recently incorporated with capital stock of $250,000, plans to build elvtrs. at various points in Saskatchewan.

Winnipeg, Man.—H. H. Winerals, who has been in the grain commission business for a number of years, has discontinued that business and will conduct a general brokerage business.

Montreal, Que.—The Montreal Warehousing Co. is calling for tenders to increase the capacity of Grand Trunk Elvtr. "B" at Windmill Point. It is planned to build a storage annex of 1,000,000 bus. capacity, which will give a total capacity of 3,000,000 bus., and to make other alterations and improvements. C. J. Smith is mgr. and sec'y of the company, which is a subsidiary of the Grand Trunk Railway.

Winnipeg, Man.—Judgment was rendered recently on the question arising from the sale of bills of lading by the Imperial Bank of Canada to satisfy indebtedness of the Adanac Grain Co. to the bank. The court ruled that the bank loaned the money under the belief that the grain company was the owner of the grain represented by the bills of lading and that, therefore, the bank was entitled to retain enuf money from the sale of the grain to pay the loan. The amount in excess of the bank's claim, plus the proceeds of three additional bills of lading and the company's exchange membership have been transferred to the assignee by the bank.

Winnipeg, Man.—George Fisher died suddenly of heart failure on Feb. 13. He was born in 1863 at Lanark, Scotland, being 58 years old at the time of his death. He was pres. of the Grain Exchange in 1909-10 and was very prominent in public life here. He was Canadian mgr. of the Scottish Co-op. Wholesale Society, and was connected with the company in Canada for sixteen years. He has been succeeded as mgr. by John G. Alexander who comes from the headquarters of the company at Glasgow, Scotland. It was intended that Mr. Alexander succeed Mr. Fisher while he visited his home in Scotland, and it was with that intention that Mr. Alexander became mgr. Feb. 6, but Mr. Fisher's untimely death prevented the much desired trip home.

Montreal, Que.—T. A. Climo has entered the firm of G. D. Robinson & Co., grain and freight brokers. Mr. Climo was formerly with Thomson & Earle, Regd., the Wheat Export Co., and the Canadian Wheat Board.

Vancouver, B. C.—The construction of a 150,000-bu. elevator, which later could be increased in size to provide 1,000,000 bus. capacity, is under consideration by local interests. The plan is to build the plant on Burrard Inlet, and to include sacking and drying equipment.

COLORADO

Flagler, Colo.—A Hall Signaling Distributor is being installed in the evltr. of Mosher & Roberts.

Denver, Colo.—Mail addressed to the Heath Grain Co. has been returned marked "unclaimed".

Denver, Colo.—Ernest Leiber, formerly with Terminal Elvtrs., Kansas City, is now mgr. of the Colorado Brokerage Co.

Seibert, Colo.—Claud W. Carpenter, mgr. of the Farmers Equity Exchange, has resigned his position to become effective Mar. 1. It is probable he will build an elvtr. somewhere shortly thereafter.

Denver, Colo.—We have suspended operations, temporarily, pending reorganization of the company. We have not given up business and do not intend to discontinue business in Colorado.—The Scott-George Grain Co., per H. V. George.

IDAHO

Caldwell, Ida.—The roof of the plant of the Caldwell Flour Mills is being repaired.

Idaho Falls, Ida.—The Idaho Falls Mill & Elvtr. Co. incorporated; capital stock, $50,000; incorporators, G. C. and G. O. Wright and C. St. Clair.

ILLINOIS

Agnew, Ill.—Frank Hall has resigned as mgr. for the Farmers Elvtr. Co.

Utica, Ill.—H. W. Bursch is now mgr. for the Utica Farmers Elvtr. Co.

Augusta, Ill.—Homer Hedrick is mgr. for the Augusta Farmers Elvtr. Co.

Marissa, Ill.—Otto Doelling is mgr. for the Farmers Co-operative Elvtr. Co.

Okawville, Ill.—H. A. Joellenbeck is now mgr. for the Okawville Farmers Elvtr. Co.

Jacksonville, Ill.—A. E. Williamson is still connected with it.—F. J. Blackburn Co.

Jacksonville, Ill.—A. E. Williamson is still connected with us.—F. J. Blackburn Co.

Macon, Ill.—I have changed my address to Box 307, Lincoln, Ill.—Clarence O. Miller.

Maroa, Ill.—The elvtr. of the American Grain Co. was sold to A. M. Green of Jacksonville.

Lincoln, Ill.—I have changed my address to Box 307 here from Macon.—Clarence O. Miller.

Ottawa, Ill.—H. J. Ruckrigel recently added three bins to his elvtr. Geo. Saathoff did the work.

Otto (Kankakee p. o.), Ill.—Mail addressed to Geo. W. Schroeder is returned, marked "unclaimed."

Blandinsville, Ill.—Wm. Susdorf has succeeded W. T. Hamilton as mgr. for the Farmers Elvtr. Co.

Hillsdale, Ill.—Court Fisk is mgr. of the Co-op. Elvtr. Co. to whom I sold my elvtr. last June.—J F. Butzer.

Albion, Ill.—Chas. L. Boyles owns and operates the grain elvtr. formerly operated here by Epler & Wilson.

Cruger (Eureka p. o.), Ill.—Chris Risser has succeeded Herbert Marshall as mgr. for the Farmers Elvtr. Co.

Table Grove, Ill.—J. Turner, of Augusta, has been employed as mgr. for the elvtr. of the Table Grove Co-op. Co.

Hillview, Ill.—Fire on Feb. 11 destroyed the elvtr. of V. C. Elmore. About 4,000 bus. of corn and some wheat were burned.

Peoria, Ill.—We have changed our address from the Masonic Temple Bldg. to the Board of Trade Bldg.—H. D. Bowen Grain Co.

Crescent City, Ill.—Two Hall Signaling Grain Distributors have been installed in the elvtr. of the Crescent City Farmers Elvtr. Co.

Chestnut, Ill.—H. M. Norris is the new mgr of the Farmers Grain Co. He was formerly mgr. of the Farmers Grain Co. at Deland.

Randolph, Ill.—We are building coal sheds, and in future will handle coal, salt, twine and oil in addition to grain.—The Randolph Co-op. Grain Co.

Altamont, Ill.—A. H. Hicks of the Johnston-Hicks Mill Co. has announced that the company has bought the Mutual Elvtr. and will continue to operate it.

Versailles, Ill.—The cause of the fire that destroyed our elvtr. is not known. We have not decided what we will do about rebuilding.—J. R. Bell & Co.

Towanda, Ill.—The name of the company for which I am mgr. has been changed from the Towanda Grain Co. to the Towanda Grain Co., Co-operative.—Oren Clark.

Litchfield, Ill.—The local office of James E. Bennett & Co. has been closed temporarily, to be reopened Apr. 1. In the meantime, the mgr. F. W. Owens, will work as a solicitor.

Galesburg, Ill.—The Galesburg Molasses Feed Co. has made arrangements to handle grain direct from the farmer by installing proper machinery and scales.—Consumers Fuel & Feed Co.

Focsland, Ill.—My correct firm name is Alton De Long. I receive my mail here and not at Bellflower as listed in the new Illinois Directory.—Alton De Long. (The elvtr. is at McNulta.)

Pittsfield, Ill.—Vinton S. King, of the M. D. King Mill Co., was killed recently in an accident. C. P. Cummings has been elected a director and sec'y of the company to succeed Mr. King.

Chrisman, Ill.—We bought only part of the ground connected with the elvtr. of R. L. Waldruff, and not the elvtr. itself. We will use the site in our retail lumber business.—A. E. Rinesmith & Son.

Altona, Ill.—The Altona Grain Co. has changed its name to the Altona Co-operative Grain Co., and has amended its articles of incorporation to enable it to engage in the handling of additional side lines.

Peoria, Ill.—The Chamber of Commerce, owner of the Board of Trade Bldg., elected officers at a recent meeting as follows: Philo B. Miles, pres.; H. H. Dewey, pres. pro-tem; John R. Lofgren, sec'y, and W. E. Stone, treas.

Westville, Ill.—George Buchanan and Charles B. Spang have consolidated their interests in the grain business, forming the Westville Elvtr. & Feed Co. Mr. Buchanan is pres., Mr. Spang, gen'l mgr., and M. L. Hill local mgr.

Filson, Ill.—Loren Hall, mgr. of Wells Bros. Grain Co. elvtr., is in a hospital at Terre Haute as a result of an accident when a team of mules backed a wagon load of corn onto his foot. He sustained fractures of the bones in the foot and calf.

Caldwell Switch (Mansfield p. o.), Ill.—The elvtr. of L. M. Caldwell & Co. was recently completed. Geo. Saathoff had the contract. Equipment is one leg with 14x6 inch "V" buckets, 6-ton dump scale, 1,500-bu. per hour Richardson Scale and a 12-h.p. engine.

Campus, Ill.—A bill has been filed in circuit court by Attorney General Brundage asking for dissolution of the Campus Grain Co. The bill sets forth that the company was incorporated in 1904, that on Feb. 7, 1912, it ceased to do business as a corporation, and failed to file its annual report.

Springfield, Ill.—The Con Con has placed its O. K. on a state income tax for all citizens having incomes of $500 or over. Industry, enterprise and thrift are to be discouraged and driven to other states if possible. If the Con Con had the real interests of our state at heart it would place double the income tax on idleness, dissipation and wasteful expenditures. Force the indolent non-producers to bear some

Birds Bridge (Minooka p. o.), Ill.—The Joliet Grain Co. recently completed its new elvtr., Geo. Saathoff doing the work. It is a 20,000-bu. cribbed elvtr., equipped with one leg with 14x6 inch "V" buckets, Richardson Automatic Scale, truck dump and car puller. It is electrically operated. A new office was also built and a 10-ton wagon scale installed.

Chrisman, Ill.—The elvtr. of R. L. Waldruff at this place, and the one at Scott's Crossing, were sold recently at sheriff's sale, being bid in by W. T. Watson, the father-in-law of Mr. Waldruff. Mr. Waldruff was only a partner in the net earnings from the operation of the elvtrs., and the sale does not affect our joint account arrangement. I will continue to operate the elvtrs.—Oscar Jones, Jones & Waldruff.

share of the burdens of the state.

Adair, Ill.—The fire which destroyed our elvtr. started in the cupola, and while the cause is not definitely known it is thought perhaps it originated in the motor or the electric wiring, as the motor was in the extreme top of the house. Bader & Co., who have bot our site, expect to build a house in the spring. I have made no plans for the immediate future, but possibly will get back in the grain business in some capacity.—DeWitt DeForest, mgr., DeForest Bros. & Co.

Deland, Ill.—H. M. Norris, who became mgr. for the Farmers Grain Co. here less than a month ago, has resigned to accept a position with the Farmers Grain Co. at Chestnut. He is to have a greatly increased salary and a modern house. He will change his location Mar. 1. On April 1st, Amos Weedman will become mgr. of the elvtr., having been employed by the company. G. R. Hursch, pres. of the company, will act as mgr. from Mar. 1 to April 1, when the new mgr. takes charge.

Ottawa, Ill.—The South Ottawa Grain & Supply Co., which recently closed up on account of $29,000 losses, has re-opened and is now in charge of Wilbur Lawrence, who is mgr. The Board of directors were re-elected at a meeting, J. J. Hornung, pres. and Ed. Peck, sec'y. Altho the company has to start with a liability of $29,000, it is the plan to have the stock back to par value in three or four years. Creditors will lose nothing and the only loss will be a temporary one to stockholders. The $11,500 on hand will be used to pay dividends to the creditors and it is expected eventually to pay all.

CHICAGO NOTES.

Henry Isaac Morris, a member of the Board of Trade since 1877, died Feb. 20.

It is rumored that the U. S. Grain Growers, Inc., will build a large terminal elvtr. here.

A. E. Wood, of E. W. Bailey & Co., has gone to Rochester, Minn., for hospital treatment.

Levy Bros. Hay & Grain Co. now have under construction the elvtr. for which they recently let contract.

W. H. Anderson, 91 years of age, died Jan. 14. He joined the Board of Trade in 1862 and retired a few years ago.

James J. Fones, formerly in charge of the cash grain dep't of E. W. Wagner & Co., is now with Adolph Kempner & Co.

Charles Dick, for some time with Sincere & Co., has returned to Lamson Bros. & Co., as head of the credit department.

Walter J. Nichols, Spokane, Wash., was expelled from the Board of Trade Feb. 14, for accepting business when insolvent. He had been a member since 1908.

We have formed a partnership to conduct a general grain commission business, as Pearson & Rothschild, with offices in the Board of Trade Bldg., and composed of A. G. Pearson and Moses Rothschild.—Pearson & Rothschild.

Edward W. Scott of the Scott-George Grain Co., Denver, Colo,. and A. E. Bryant, of Bryant, Isard & Co., Toronto, Ont., were suspended indefinitely by the directors of the Board of Trade on Feb. 22. Failure to appear in answer to summons was given as the reason.

The following persons have been elected to membership in the Board of Trade: C. G. Schaack, H. K. Wilbur, Alfred O'Gara, William Neumann, M. J. Baker, Jr., George A. Hill, Joe E. Lynch, Frank R. Howard, Edward F. Bretternitz, Addison Stillwell, all of Chicago; Henry B. Smith, of Sartorius, Ill.; James T. Munds, of New York; and Paul Heymann, of Atlanta, Ga. Applications for membership have been made by B. F. Stein, C. H. McCarthy and C. G. Ellis. Memberships are selling at $6,500 net to buyer.

George E. Marcy, pres. of the Armour Grain Co., has gone to his place in southern California for the remainder of the winter.

Eugene Hoyne's application for a restoration to membership in the Board of Trade was denied by a unanimous vote of the board of directors. He was expelled May, 1920, on a charge of making misstatenents when applying for membership.

An assessment of $25 on each member July 1, 1922, 1923 and 1924 is provided for in an amendment to Rule IV of the Board of Trade, to be known as Section 36, approved Feb. 21 by the directors of the Board for ballot, the funds to be used by the promotion com'ite.

It is reported that E. W. Wagner & Co. will soon submit a proposition to creditors to pay 50% of claims in cash and to give notes for an additional 25%, these notes to be secured by notes held by the company and based on slow assets. More than $5,000,000 is said to be available in banks at present.

Kardos & Burke, a brokerage firm with headquarters in New York City, with a branch here, were placed in the hands of a receiver Feb. 22 by the U. S. District Court at New York. Liabilities were given in the bankruptcy petition as $1,500,000 and assets $150,000; but the attorney for the firm said the liabilities had been reduced $700,000 since the creditors obtained the data on which their estimate was based. John H. Burke, a partner in the firm, is a former treasurer of the United States, and was 3 times governor of North Dakota. Louis Montgomery Kardos, Jr., who is 26 years old, is a Hungarian immigrant who only a few years ago was a bank messenger. Mr. Burke is said to have declared that by the failure he has lost all his money, and that, at the time, he did not know the exact whereabouts of Kardos.

INDIANA

Crete, Ind.—The Crete Elvtr. Co. has bot the elvtr. of Bowen Bros.

Vandalia, Ind.—The Vandalia Elvtr. Co., which went out of business some time ago, has filed a preliminary certificate of dissolution.

Windfall, Ind.—Ira A. Kidwell, formerly mgr. for the Farmers Grain & Supply Co., has removed to Elwood. J. H. Trimble is mgr. for the company.

Bargersville, Ind.—Edward R. McComb, mgr. for the Amo Mill & Elvtr. Co., died recently at his home in Indianapolis. Mr. McComb was 70 years of age.

New members of the Indiana Grain Dealers Ass'n are W. R. Owens, Montmorenci, Shoemaker Grain Co., Daleville and Estate of Geo. O. Stembel, Wheatfield.

Wabash, Ind.—H. H. & E. F. Stoops purchased the King Grain Co. and assumed charge of the seed, feed, fertilizer and grain and implement business of that company. The firm name will be Stoops Bros.

Mt. Vernon, Ind.—Burglars entered the office of the Farmers Elvtr. Co. recently and effected entrance into the safe. The amount obtained was not large, as not more than $60 had been left in the safe by Mgr. A. W. Mackey.

Poneto, Ind.—Thieves opened the door of the safe in the office of the Poneto Elvtr. Co. recently and obtained the few dollars the safe contained. The safe is a small one, and the door was forced by means of a cold chisel and sledge.

Blaine (Red Key p. o.), Ind.—Suit has been filed against the Stafford Grain Co. by Herb Bros. & Martin, of Pittsburgh, Pa., on an account involving shipments of grain for which it is alleged settlement has not been made. The amount alleged to be due is $700.

Indianapolis, Ind.—Urmston & Son, Inc., is the corporate name of the organization succeeding the Urmston Elvtr. Co. Capital stock is $50,000 and a general grain business will be conducted. LeRoy Urmston is pres., C. W. Urmston sec'y and treas., and these two with H. E. Kinney are incorporators.

Lebanon, Ind.—The sale of the elvtr. of Grant & Wyeth to Thomas A. Grant has been confirmed by the court. Under the terms of the sale a portion of the purchase price of $24,000 is paid in cash, some incumbrance is assumed, and notes are to be given for the remainder. A receiver for the business of Grant & Wyeth was appointed some months ago, and now Mr. Grant will assume full possession of the business.

Bunker Hill, Ind.—At a recent meeting of the Bunker Hill Elvtr. Co. it was decided to make a change in management and as a result D. B. Keyes, mgr. for the past three years, along with T. Engel, was let out of the company. R. T. Rickard has been managing the company with Carl and Fred Deisch assisting him until a new mgr. can be secured.

Sheldon, Ind.—Six stockholders of the Sheldon Equity Exchange recently filed a petition in superior court asking that a receiver be appointed for the company. Differences between stockholders of the company are said to have developed, and the petitioners state that the debts amount to $25,000 with no money in the treasury to carry on the business.

Kennard, Ind.—The new elvtr. of W. D. Springer was recently completed by the Reliance Construction Co. It is of wood, covered with galvanized steel, 20,000-bu. capacity. Equipment is sheller, cleaner, manlift, transmitting machinery, Fairbanks Automatic Scale and 10-ton truck scale, F-M motor, one stand elvtr. legs, one 45 inch grinder and one 20 inch grinder.

Seymour, Ind.—Meedy S. Blish, of the Blish Milling Co., died recently. He spent the afternoon in the office of the company of which he was pres., and left for his home about 4:30. He had not complained of feeling ill previously, but shortly after arriving home he became dizzy and died in a few minutes. Mr. Blish was 66 years old, and had been interested in the grain and milling business for many years.

Speichers (Wabash p. o.), Ind.—Answer to the suit of John Elward against the Farmers Co-op. Elvtr. Co. was filed today. The defendant company admits it is indebted to the plaintiff for a certain sum, but it charges that the plaintiff is also indebted to the defendant. The defendant states that the plaintiff misappropriated $484.34 of the company's money, refuses to account for $95.03 a'leged to have been collected and is also indebted for $23.45 for material, feed, etc.

IOWA

Greenfield, Ia.—Burglars broke into the office of the Farmers Elvtr. Co. recently.

Maclay (Webb p. o.), Ia.—I expect to make improvements in my elvtr.—J. W. Cook.

Carnarvon, Ia.—The Wentz Grain Co., of Lake City, has taken over the elvtr. of Frank & Stoelk.

Pioneer, Ia.—Wells W. Eaton, mgr. for the Farmers Co-op. Elvtr. & L. S. Co., died recently.

Cooper, Ia.—I succeeded Chas. Pittman as mgr. of the Farmers Elvtr. Co. last November. —A. E. King.

Clear Lake, Ia.—A. C. Jackman, formerly of Holland, is now mgr. for the Farmers Co-operative Elvtr. Co.

Fonda, Ia.—Guy Wilde has bot the elvtr. of the Farmers Elvtr. Co., and now operates two elvtrs. here.

Garner, Ia.—Art Kluckbohn has succeeded Frank W. Steiff as mgr. for the Farmers Co-operative Society.

Morningside, Ia.—James C. Quisenberry, former pres. and mgr. of the Morningside Elvtr. & Coal Co., died recently.

Lake City, Ia.—J. B. Adams of Omaha, has bot the elvtr. of the Farmers Elvtr. Co. from the receivers in bankruptcy.

Modale, Ia.—The Farmers Elvtr. Co. has let contract to W. C. Bailey to remodel its elvtr. Two new legs will be installed.

Lawler, Ia.—M. J. Connors is now agent here for Gilchrist & Co. I am out of the grain business since last April.—O. B. Taylor.

Sioux City, Ia.—The Board of Directors of the Sioux City Board of Trade have voted to contribute 1,500 bus. of corn to Russian relief.

Malvern, Ia.—Mail addressed to J. J. Shimek, who was reported to have bot the elvtr. of H. L. Aden, has been returned marked "Unknown."

Fort Dodge, Ia.—The office furniture and fixtures in the office formerly occupied by E. W. Wagner & Co. have been moved out to storage elsewhere.

Sheldon, Ia.—John Wolf, prop. of the Jenkinson Elvtr. Co. here, has sold his elvtr. to A. M. Anderson of Estherville. Possession was given Feb. 18th. Mr. Wolf will move, with his family, back to the farm.

Buckeye, Ia.—Burglars recently entered the office of the Farmers Elvtr. Co. and that of C. E. Lowry & Co. Nothing of value was obtained by the thieves.

Boone, Ia.—Flossie Eaton has succeeded her father as mgr. of the Farmers Elvtr. Co., W. W. Eaton having recently died. She is the only woman elvtr. operator in this section.

South English, Ia.—J. R. Ritner, who has been mgr. for the Farmers Grain & Lbr. Co., will be succeeded on Mar. 1 by Albert Noffsinger, as bookkeeper, and Walter Robinson, as yard man.

Bingham (Shenandoah p. o.), Ia.—Back fire from the engine in the elvtr. of J. Auracher recently set fire to grease and oil on the floor, but the blaze was extinguished by means of chemicals and water. The damage was slight.

Red Oak, Ia.—A building belonging to Turner Bros., located near their elvtr. and formerly used as an office, burned recently. At the time of its destruction it was being used as a tool house and for miscellaneous storage. The loss was about $200.

Hamburg, Ia.—The fire that practically destroyed the elvtr. of the Farmers Elvtr. Co., recently, started in the top of the house. Only the lower portion of the building was saved and this was so damaged as to be worthless. Much grain, principally sacked seed corn, was saved, but several thousand bushels of bulk corn were ruined. Plans for rebuilding have not been completed.

KANSAS

Wetmore, Kan.—Mail addressed to Guy L. Jaynes is returned marked "removed."

Atchison, Kan.—The plant of the Blair Mlg. Co. burned Feb. 18. Loss, $400,000.—L. S. C.

Brookville, Kan.—S. A. Simpson has been appointed mgr. of the Farmers Grain Co.—L. S. C.

Rozel, Kan.—We contemplate building coal sheds.—The Union Grain Co., by O. C. Glenn, mgr.

Whitecloud, Kan.—Mail addressed to Middlebrook Bros. is returned marked "return to writer."

Galatia, Kan.—The Steinert Grain Co. has been out of business since June, 1921.—H. E. Steinert.

Wichita, Kan.—The Kansas Grain Dealers Ass'n will hold its annual convention here May 17, 18 and 19.

Woodston, Kan.—We are thinking of building a new elvtr. in the spring.—M. L. Meyers Grain Co., M. L. Meyers.

Caney, Kan.—I have removed from Caney.—Keith Pearsall, formerly managing partner, A. D. Young Elvtr. Co.

Ensign, Kan.—Thomas Brown is now mgr. of the Farmers Elvtr. & Supply Co., succeeding C. T. Jones.—L. S. C.

Lindsborg, Kan.—C. U. Bergstrom has succeeded A. B. Magnuson as mgr. of the Farmers Union Elvtr. Co.—L. S. C.

Mulvane, Kan.—The Mulvane Co-op. Union elvtr. was offered for sale recently. Sealed bids were received up to Feb. 20.

Sylvan Grove, Kan.—The elvtr. of the Shellabarger Mill & Elvtr. Co. has been reopened with A. H. Bacon in charge.

Sterling, Kan.—W. T. Stedman, formerly with the Updike Milling Co., Omaha, Neb., is now sup't for the Arnold-Madaus Mlg. Co.

Salina, Kan.—W. A. Talbot will be the new mgr. of the Service Grain Co. He was formerly mgr. of the Federal Grain Co. at Wichita.

Sedgwick, Kan.—Thieves who recently broke into the office of the Associated Mill & Elvtr. Co. failed in their attempts to open the safe.

Malvern, Kan.—I am going to quit the grain business soon.—S. W. Bennett, agt. Associated Mill & Elvtr. Co. (The company is bankrupt.)

Clifton, Kan.—The elvtr. of J. P. Coates, known as the Murdock Elvtr., is being repaired. Work is expected to be completed during February.

Wichita, Kan.—W. A. Talbot, mgr. of the Federal Grain Co. has resigned and will take a position as mgr of the Service Grain Co. at Salina.

Wichita, Kan.—Webster N. Wallingford, father of S. P. and C. A. Wallingford, of the Wallingford Bros. Grain Co., died Jan. 24 following operations.

Glen Elder, Kan.—Mail addressed to L. B. Wilcox, who was reported to be building a 25,000-bu. elvtr. here, has been returned marked "unclaimed."

Louisburg, Kan.—Chas. E. Cook was re-elected mgr. of the Farmers Co-op. Grain & Sup. Co. Since 1921 in May, he has shown earnings of $3,000 on a capital stock of $20,000.

Hutchinson, Kan.—While working alone in the elvtr. of the Pettit Grain Co., Vern Huggins suffered a dislocated shoulder and minor bruises when his glove caught in a conveyor.

Haviland, Kan.—Mail addressed to Lindley C. Binford Grain Co. here has been sent to Topeka. The Kansas Flour Mills were reported to have taken over the plant; will operate it about May 1.

Great Bend, Kan.—Clayton L. Moses, a pioneer miller and one of the brothers who formed the firm of Moses Bros., which operates a mill here and a line of country elevators, died recently.

Garden City, Kan.—We expect to construct a 30 to 40,000-bu. elvtr. of wood, tile or concrete, installing new machinery. Intend to start construction in the spring.—Co-operative Equity Exchange.

Severy, Kan.—This company, which was recently incorporated, has bot the elvtr. of A. M. Brandt. We will install some new machinery this summer and fall.—H. A. Bonnell, mgr. Co-op. Union Mill & Elvtr. Co.

Hutchinson, Kan.—L. V. Harris and R. F. Hoff were slightly injured and L. R. Ott and B. G. Darnell escaped injury when the car belonging to the State Grain Inspection collided with a truck. All four are samplers.

Muscotah, Kan.—The elvtr. of Mrs. T. B. Kelly burned Feb. 13. The cause of the fire is not known, altho it started near the engine room. The house contained about 7,300 bus. of wheat, and an additional quantity of corn, oats and feed.

Harper, Kan.—I have bot the interest of Mr. Leslie in the Pratt-Leslie Grain Co., and have changed the firm name as below. I contemplate purchasing another station or two as soon as desirable locations can be found.—Pratt Grain & Feed Co., Roy O. Pratt.

Olathe, Kan.—The Farmers Union has decided definitely to rebuild the elvtr. which was burned some time ago. Plans are now being made and construction will probably start in the spring. They are now doing business in a small building which stood south of the old mill.

Varner, Kan.—The damage to the elvtr. of the Farmers Elvtr. Co. which recently burned, amounted to $10,000. It was caused by pulley friction in the top of the elvtr. and gained such headway before discovered that it was impossible to extinguish it. Insurance was carried.

Sterling, Kan.—Henry J. Arnold, pres. of the Arnold-Madaus Mlg. Co. here, died Feb. 3, at Mineral Wells, Tex., where he had been for three months on account of his health. He was 57 years old. The milling company of which he was head has been in operation less than two years with a capital of $500,000, Mr. Arnold holding the controlling stock.

Liberal, Kan.—Thru efforts of the Lions Club and the initial gift of C. M. Light, of the Light Grain & Mlg. Co., the city will have a 15-acre park. Mr. Light's gift was four acres and the county has given seven. He holds a $2,000 guaranty that the city will keep up and improve the park, spending $1,000 a year for improvements. At the end of that time, if the guaranty has been complied with, Mr. Light will return the money.

Lyons, Kans.—Referring to the recent report that judgment has been rendered against me for $21,700 lost in speculation while I was mgr. for the Farmers Co-operative Union, may I state there was no loss thru speculation? There was a loss of the amount stated from hedging stored wheat, a gain of $3,500 on option trading and a gain of $23,000 on wheat taken in for storage, shipped and sold, over and above what it was settled for to the storer. The company sued for the option loss on the ground that it is illegal to deal in options in Kansas, and a jury of farmers rendered a verdict for the plaintiff, not allowing for the profit on the stored wheat, which would have showed a profit of $4,947 on the double transaction. However, judgment was not rendered at that time, the case being continued until Feb. 24.—Lon. R. Prose.

KENTUCKY

Springfield, Ky.—We have completed our improvements which consisted of rebuilding and equipping our mill of 50-bbl. capacity. We have no elvtr.. Don't contemplate further improvements at present.—Haydon Mill & Grain Co., G. L. Haydon.

Bradfordsville, Ky.—The elvtr. of the Bateman Milling Co. was destroyed by fire recently. Flames were first discovered on the roof and from there spread rapidly, the efforts of volunteer fire fighters being sufficient only to save the mill building. The cause of the fire is unknown, but it is thought to have been an overheated bearing.

LOUISIANA

New Orleans, La.—Federal Supervisor R. R. Saunders has been transferred to Kansas City, and succeeded by Samuel Fears.

MARYLAND

Walkersville, Md.—A. S. Bitler is mgr. of our company.—Farmers Supply Co.

BALTIMORE LETTER.

Walter F. Macneal, of W. F. Macneal & Co., has been appointed a member of the grain com'ite of the Chamber of Commerce.

Henry A. Lederer, of Lederer Bros., sailed with his wife Feb. 8 for a trip to Europe and Palestine, expecting to be gone 60 days.

Wm. H. Hayward, formerly with the C. A. Gambrill Mfg. Co., has taken charge of the grain and flour department of the Commercial Union of America at New York.

Congestion in the yards at Port Covington caused the Western Maryland Railway Co. to place an embargo against shipments of grain to that terminal effective Feb. 10. It was then estimated there were more than 2,000 cars of corn in the yards waiting to be unloaded, part of this number of cars being due to shipments of corn to this port for the Russian relief.

MICHIGAN

Lincoln, Mich.—The elvtr. of the Lincoln Elvtr. Co. was destroyed by fire recently.

Clayton, Mich.—Mail addressed to E. E. Gilbert is returned marked "removed."

Davisburg, Mich.—Mail addressed to F. S. Stiles is returned marked "removed."

Grand Rapids, Mich.—Mail addressed to Chas. Bartlett Co. has been returned "unclaimed."

Portland, Mich.—Mail addressed to Fred Lockwood is returned marked "removed left no address."

Falmouth, Mich.—The elvtr. of the Michigan Potato Growers Exchange burned recently. The loss was small.

Rea (Dundee p. o.), Mich.—Mail addressed to McIntire Bros. is returned marked "moved, left no address."

Highland, Mich.—Fire in the elvtr. of the Highland Producers' Ass'n recently caused considerable damage.

Battle Creek, Mich.—A new corporation is being formed by New York bankers to take over the Postum Cereal Co.

Clarksville, Mich.—N. W. Stuart has succeeded W. M. McCumsey as mgr. for the Clarksville Co-operative Elvtr.

Marcellus, Mich.—C. J. Miller, of Union City, will succeed Frank Curtis as gen'l mgr. for the Four County Co-op Ass'n on Mar. 1.

Hillsdale, Mich.—Improvements will be made soon which will cost $100,000 on the mill of Stock & Son. The wheat bins will be taken out and converted into a whole wheat mill and a germ mill. The capacity of the plant will be about doubled.

Oakley, Mich.—Elvtr. of Chatterton & Son burned Feb. 4, caused by friction of main conveyor. Carload of beans and some feed were saved. Loss $10,000, covered by insurance. The elvtr. was known as the Oakley Elvtr. Co., Inc.—Oakley Elvtr. Co., Inc.

Marine City, Mich.—The writer is going out of the grain business this spring on account of poor health.—Jay Baldwin. (It is reported that the recently organized Marine City Farmers Co-op. Elvtr. Ass'n has obtained an option on Mr. Baldwin's elvtr., known as the New Haven Elvtr.)

Lansing, Mich.—We have opened offices in the Bauch Bldg. and will do a general jobbing business in grain. Paul Bellew, formerly with the Carpenter Grain Co. at Battle Creek, is in charge.—Wolverine Grain Co.

MINNESOTA

Anoka, Minn.—Mail addressed to W. A. Emery is returned marked "unclaimed."

Whalan, Minn.—Mail addressed to A. L. Jones has been returned marked "Removed."

Ashcreek, Minn.—C. E. Kelly has succeeded D. W. Campbell as mgr. for the Farmers Elvtr. Co.

Brownsdale, Minn.—H. B. Miller is active in an effort to organize a company of farmers to build an elvtr.

Lynd, Minn.—Mail addressed to Hess & Gillette has been returned marked, "Removed, address unknown."

Waseca, Minn.—We have disposed of our plant to the Cargill Commission Co.—W. L. McPeak Co., W. L. McPeak.

Staples, Minn.—J. G. Armson, mgr. for Fred Albrecht & Son, has resigned his position and will remove to Minneapolis.

St. Hilaire, Minn.—The board of directors of the Farmers Elvtr. Co. recently elected Edwin Roy to succeed the late T. K. Hovet.

Waubun, Minn.—The Farmers Elvtr. & Produce Co. has filed bankruptcy schedules, listing assets of $13,764 and liabilities of $21,296.

St. Paul, Minn.—It is rumored that St. Paul has been chosen as one of the locations at which the U. S. Grain Growers, Inc., plan to build a terminal elvtr.

Duluth, Minn.—R. C. Schiller, of Minneapolis; and H. S. MacGregor and W. F. Rosar of New York, have been elected to membership in the Board of Trade.

Glenwood, Minn.—O. A. Johnson, prop. Glenwood Grain & Fuel Co., has rebuilt his elvtr. which burned last April. He did the work himself.—R. E. Benson, Minneapolis.

Travers (St. Peter p. o.), Minn.—The elvtr. of the Farmers Co-op. Elvtr. Co., which has been closed for some time, has been reopened with William Schmidt, Jr., as temporary mgr.

Heron Lake, Minn.—Fire recently started in the elvtr. of the Farmers Elvtr. Co., an overheated exhaust pipe being the cause. It was extinguished by means of chemicals without much damage having been done.

MINNEAPOLIS LETTER.

Logan & Bryan have remodeled their office in the Chamber of Commerce.

Trading in corn futures has been instituted by the Chamber of Commerce.

Edwin J. White, one of the founders of the Russell-Miller Mlg. Co., died recently.

Transfer of memberships in the Chamber of Commerce are as follows: H. S. Newell to M. L. Barrett and M. M. McCabe to Geo. H. McCabe.

Frank Blodgett who is connected with F. J. Seidl, will leave on Mar. 1 for Kansas City, where he will have charge of the terminal elvtr. dep't of the Barnes-Piazzek Co.

While tobogganing at White Bear Lake, E. W. Stuhr, a barley trader, met with a peculiar accident. His feet were hanging over the edge of the toboggan, when a snow drift was encountered and his knees were badly twisted, disabling him.

MISSOURI

Hartville, Mo.—Do not think we will build an elvtr. for some years to come.—Hartville Exchange.

Independence, Mo.—The Independence Mill & Elvtr. Co. has been incorporated with capital stock of $15,000.

Columbia, Mo.—Jos. L. Lynes has succeeded W. T. Anderson as pres. of the Boone County Mlg. & Elvtr. Co.

Poplar Bluff, Mo.—R. A. Irwin, of Arkadelphia, Ark., has been selected as mgr. for the Butler County Mlg. Co.

St. Marys, Mo.—Louis Schaaf, pres. of the St. Marys Mill Co., died at St. Louis Jan. 31, in a hospital. He was 82 years of age and had been associated with the milling trade for many years.

Alma, Mo.—I am no longer mgr. of the Alma Farmers Elvtr. Co.—W. D. Bastian. Mr. Bastian writes from Council Bluffs, Ia.

Pacific, Mo.—The Eggers Mlg. Co., of Hermann, has bot the mill and elvtr. of Koppitz & Smith. Chas. F. Eggers, formerly mgr. for the company at Valley Park, will remove here to take charge of the recently acquired plant.

ST. LOUIS LETTER.

St. Louis, Mo.—Members of the Merchants Exchange will vote on the question of authorizing the board of directors to appropriate $5,000 to assist the Grain Dealers Nat'l Ass'n for its educational campaign.

St. Louis, Mo.—Fire, supposed to have originated from a hot bearing in the cupola on the first floor, did $1,000 damage to the elvtr. of the Paule-Schimdt Supply Co. on Feb. 10. In addition about $7,000 worth of grain was burned.

St. Louis, Mo.—The Missouri Grain Dealers Ass'n will hold its 8th annual convention in St. Louis on April 19 and 20 with headquarters at the Planters Hotel. There will also be a meeting of the new Missouri Soft Wheat Millers Ass'n at the same place April 18, a day prior to the Mo. Grain Dealers convention.—D. L. Boyer, sec'y.

St. Louis, Mo.—George C. Martin, Jr., formerly mgr. of the local office of the Goffe & Carkener Co., but more recently located in Kansas City, has returned to St. Louis and has organized the Martin-Knowlton Grain Co. to succeed Goffe & Carkener Co. With Mr. Martin in the new company is associated Fred C. Hoose, of the Norris Grain Co., Kansas City. The Martin-Knowlton Grain Co. will represent the Norris Grain Co. here.

KANSAS CITY LETTER.

The new mill and elvtr. of the J. C. Lysle Mlg. Co. has been completed and started operations recently.

Frank Blodgett, of Minneapolis, will on Mar. 1 assume charge of the terminal elvtr. dep t of Barnes-Piazzek Co.

In connection with the new addition to the elvtr. of the Wyandotte Elvtr. Co., two 500-bu. per hour Ellis Driers will be installed.

B. C. Moore, receiver for the Frank B. Clay Grain Co., has been authorized by the court to pay creditors 50% of the $45,000 of unsecured claims. Another payment is expected soon, and it is believed all claims will be paid in full.

It is rumored that the Washburn-Crosby Co., of Minneapolis, contemplates purchasing the Liberty Mill of the Associated Mill & Elvtr Co., which is now in bankruptcy. The mill is 2,500 bbls. capacity and the elvtr. in connection has 250,000 bus. storage space.

August W. Stewart, formerly with the Twidale-Wright Grain Co., is now with Goffe & Carkener, having taken the Board of Trade membership of George C. Martin, Jr., who has retired from the firm to return to St. Louis where he will enter business under the name Martin-Knowlton Grain Co. Fred C. Hoose, mgr. of the Norris Grain Co. here, will be interested with Mr. Martin in the St. Louis venture.

At a recent meeting of the Kansas City, Kan. Chamber of Commerce, a resolution was adopted to write to Governor Allen of Kansas, asking him to have the office of J. S. Hart, chief inspector of the Kansas Grain Inspection Dep't and the testing and inspecting equipment, moved to Kansas City, Kan. The office at present is in Kansas City, Mo., opposite the Board of Trade Bldg., where it is very handy to the Board of Trade, and results in saving time and money for the grain men. However, agitation was started by real estate interests and rental agents and the endeavor to have the office moved to Kansas has been started. All the employes are Kansans and reside in Kansas.

Voluntary application for federal receivership was filed by the Kemper Grain Co. Feb. 16. The action is said to have been taken as a result of an audit of the accounts which disclosed irregularities causing a loss. This loss is attributed in part to an incident alleged to have taken place in the company's office in Great Bend, Kan., last summer, a mistake made there causing the Kansas City office to hedge a quantity of wheat erroneously. C. E. Lindberg was mgr. of the Great Bend office. A bookkeeper is also alleged to have prepared an incorrect financial statement, showing profits, thru which a bonus was paid to employes and income taxes of $1,600 returned to the government. No loss to customers of the company is expected. Walter A. Hinchman, pres. of the company, was appointed receiver.

MONTANA

Melstone, Mont.—The elvtr. of the Melstone Grain Co., owned by J. H. Jesser, has been closed for the season.

Havre, Mont.—The elvtr. of H. Earl Clack burned Feb. 10 with loss estimated at $50,000. The cause of the fire is not known.

Lewistown, Mont.—Mail addressed to W. D. F. Hyde has been returned. Mr. Hyde was representative for W. P. Devereux & Co., Minneapolis, here.

Mussellshell, Mont.—J. J. McFaul, W. C. Jensen and L. M. Headley are actively interested in a proposed farmers organization to buy or build an elvtr. here.

Galata, Mont.—The Emporium Elvtr. Co.'s elvtr. burned some time ago. Evidently the work of a firebug as three empty buildings have burned here in a short time. No new building or improvements contemplated.—G. D. Duffy.

Great Falls, Mont.—A decision was rendered recently by the supreme court of Montana in the appeal of the Benson-Stabeck Co., of Minneapolis, of its case against the Reservation Farmers Grain Co. The suit was on a note for $10,000, given by the Reservation Farmers Grain Co., to cover losses of $8,433.47 alleged to have been sustained on 99 marginal deals in wheat. The court held the deal was merely speculative, with no intent to accept or make delivery, that the margin was a wager and the transactions voidable.

NEBRASKA

Hoag, Neb.—The Hoag Farmers Elvtr. Co. has been dissolved.

Gibbon, Neb.—The Grange Co-op. Elvtr. Co. has been dissolved.

Guide Rock, Neb.—L. W. Ely contemplates the erection of a concrete elvtr.

Paul, Neb.—Martin Peterson is now mgr. of the Farmers Union Co-op. Ass'n.

Prairie Home, Neb.—The Aden Grain Co. has bot the elvtr. of the Farmers Grain Co.

Odell, Neb.—J. C. Goehring has been employed to manage the Farmers Elvtr. Co.

Lincoln, Neb.—The Grain Exchange has discontinued dues and given up its trading room.

Bertrand, Neb.—W. M. Bruce, prop., is expected to return to operate the elvtr. run by Mr. Stiles.

Tecumseh, Neb.—F. O. Spear has been succeeded by Mr. Kelly as mgr. of the Farmers Union Co-op. Ass'n.

Burr, Neb.—Geo. C. Holscher is now mgr. of the Farmers Elvtr. Co. in place of Ed. Stillman, who has gone on a farm.

Kearney, Neb.—We are anticipating enlarging our grain facilities this spring. Just what we will do we do not know definitely.—Kearney Flour Mills.

Ewing, Neb.—We do not plan on building an elvtr. here until the stock yards are moved, giving us a suitable site.—Crowell Lbr. & Grain Co., Omaha.

Omaha, Neb.—The rate of interest for advances on Bs/L has been set by the directors of the Grain Exchange at 7 per cent per annum after Mar. 1, 1922.

Tekamah, Neb.—J. W. Lee, of Spaulding, has succeeded Don Gammell as mgr. for the Farmers Grain & L. S. Ass'n. Mr. Gammell has entered the livestock commission business.

Lincoln, Neb.—The Lincoln and Fremont offices of the Nye-Schneider-Jenks Co. have been discontinued and consolidated with the Omaha office, E. W. Taylor taking charge of the country stations.

North Platte, Neb.—The Nebraska Mill & Elvtr. Co. has succeeded Leypoldt & Pennington at this place and Hershey. L. P. Jepson is pres.; W. E. Starr, 1st v. p.; W. M. Simants, 2d v. p., and S. M. Souder, sec'y-treas.

Cozad, Neb.—I sold my elvtr. Feb. 16 to Walter C. Cole, formerly of Lexington, but who has been operating an elvtr. for the Lexington Mill & Elvtr. Co. at Burns, Wyo., the last year or two. He takes charge March 1.—W. G. Adams.

Milford, Neb.—After a little over three years as mgr for the Farmers Elvtr. I resigned my position with them Jan. 1 and purchased the elvtr. formerly owned by W. J. Hunt and am now operating under the name J. C. Welch Grain Co. B. D. Blivins, of Shelby, Neb., is now mgr. for the Farmers Union Co-op. Ass'n.—J. C. Welch.

Wakefield, Neb.—The elvtr. known as the "Benson" elvtr. belonging to the Crowell Lbr. & Grain Co., burned Feb. 9, together with 18,000 bus. of grain. Loss $20,000, fully covered by insurance. The night watchman discovered the fire at 1 a. m. As the company has another elvtr. at Wakefield not damaged by the fire, the elvtr. will probably not be rebuilt.

Colon, Neb.—The auditor's report for our business year of Sept. 1, 1920, to August 31, 1921 shows a total net loss of $2,594.48 which made our total deficit nearly $8,000. The company is having some difficulty over finances, etc., and I do not know how long we will continue. During the past 20 months that I have been manager we have not been closed any business day.—F. L. Nelson, mgr., Farmers Union Co-op. Ass'n.

NEW ENGLAND

Somerville, Mass.—Mail addressed to Commercil Grain Co. is returned "unclaimed."

Manchester, Conn.—John H. Kuhney has sold his grain business to Oscar E. Bailey.—S.

New London, Conn.—As far as we know the building a grain elvtr. on the state pier is only talk.—The P. Schwartz Co.

Springfield, Mass.—The Philip S. Silbert Co. incorporated; capital stock, $10,000; incorporators, Philip S. Silbert, Louis Brams, Jr., and Raymond Lasker.—S.

Charlestown, N. H.—Dr. J. W. Coolidge has purchased the interest of Mrs. Martha Wiley in the coal and grain business of the Coolidge Grain Co., which operates an elvtr. here.

Springfield, Mass.—Herbert C. Puffer, pres. of the H. C. Puffer Grain Co., celebrated his 80th birthday Feb. 4, and was tendered a reception by his business, fraternal and social friends. —S.

Boston, Mass.—Warren G. Torrey, chairman of the grain board of the Chamber of Commerce, appointed the following transportation com'ite: Chairman Albert K. Tapper, Andrew L. O'Toole and Harry N. Vaughn.—S.

Terryville, Conn.—The grain elvtr. and storage shed of Josiah H. Wood burned recently with loss of all contents. Loss, $10,000. Mr. Wood has temporarily leased a building where he will continue his business until a new structure is erected.—S.

Colchester, Conn.—The suit by the Chas. M. Cox Co., of Boston, Mass., against the Colchester Farm Products Co. to recover $2,810.64 damages for failure to deliver oats on contract was heard recently in the superior court at Norwich. The defendant is in receivership.—S.

Lowell, Mass.—The mill and elvtr. of the Thorndike Coal & Grain Co. burned Feb. 5 with a loss estimated at $50,000, partially covered by insurance. The fire started at the grain door near the railroad siding, so that sparks from locomotives may have caused the blaze. It was discovered at 2:35 a. m. The damage was principally to the grain, hay and feed, as the building was of concrete. It was erected 7 years ago on the site of a burned plant by the Livingston Co., which sold the business two years ago to David Siskind. He is continuing the business and is expected to rebuild.

NEW JERSEY

New Brunswick, N. J.—Mail adressed to J. H. Freedman is returned marked "unknown."

NEW MEXICO

Grenville, N. M.—W. J. Stalder has completed a new 8,000-bu. elvtr. It is studded, steel clad construction and electric power. The Star Eng. Co. had the contract.

NEW YORK

Buffalo, N. Y.—M. P. Ryley has taken over the Globe Elvtr. and will again be in the business.

Groveland, N. Y.—Ewart & Lake have been incorporated with $100,000 capital stock and Orrin C. Lake as pres.

Lockport, N. Y.—John T. Darrison, for 49 years in the grain and milling business, died Feb. 5 of heart failure.

Buffalo, N. Y.—Edwin T. Douglas, mgr. of the Mutual Elvtr. and the Concrete-Central Elvtr., has gone to Europe to remain until the latter part of March.

Oswego, N. Y.—The Robert Downey Co. has been incorporated with $100,000 capital stock, to do a grain and coal business. Incorporators, R. A. and J. W. Downey and E. B. Powell.

Buffalo, N. Y.—The Electric Steel Elvtr. Co. which recently bought the plant of the American Malt & Grain Co. will take possession about April 15. While some changes will be made in official and working forces, Geo. Martin will be retained as superintendent.

NEW YORK LETTER.

L. C. Isbister has been admitted to membership in the Produce Exchange.

F. D. Sugarman, broker, member of the Produce Exchange, has failed, with $500,000 liabilities.

C. E. Auerbach has left the Armour Grain Co. to go into the brokerage business on his own account.

Geo. R. Ellin has gone with Reith & Baker, exchange brokers. He was formerly with Knight & Co.

Carl Rupprecht, formerly of Hughes & Dier, has succeeded C. T. Mallette as representative of J. S. Bache & Co.

C. B. Gross, formerly of Gasteiger & Son, has taken charge of the grain and hay department of the Balme Co.

Sommer Larsen, formerly with Milmine, Bodman & Co. here, is now representing the Philadelphia Export Co. on the exchange here.

N. B. Haynor will manage the office of Thomson & McKinnon, W. O. Kennedy going back to the company's office at Fort Wayne, Ind.

John Melady of the Melady Grain Co., has sailed for Europe for an extended trip thru the southern part. He expects to be gone until the middle of April, returning by way of England.

Joseph M. Nugent, formerly with Van Waveren's Grain Import & Export Co., has accepted a position on the exchange for Knight & Co. The Van Waveren company is discontinuing its New York office; its headquarters being in Holland.

NORTH DAKOTA

New Rockford, N. D.—The elvtr. of the Farmers Elvtr. Co. recently was burned.

Meckinock, N. D.—This elvtr. was transferred to the Equity Co-op. Exchange, St. Paul, Minn.—J. Hensrud, sec'y Hensrud Bros.

Armourdale (Rock Lane p. o.), N. D.—Mgr. E. C. Umbreit of the Equity Elvtr. Co. has removed to Medicine Lake, Mont., on account of the closing of the elvtr.

OHIO

Sullivan, O.—The Sullivan Co-operative Co. has sold its elvtr.

Lima, O.—E. W. Wagner & Co.'s quarters are now occupied by Logan & Bryan.

Beach City, O.—The Ohio Popcorn Co. in July, 1921, went into bankruptcy.

Toledo, O.—W. H. Meyers has been elected pres. of the Produce Exchange traffic club.

Rawson, O.—Pearl Burket has been employed to manage the Co-operative Grain & Supply Co.

Xenia, O.—Burglars gained entrance to the Ervin & Davis Elvtr. and ruined a safe in the office.

Columbus, O.—The Columbus Grain Growers Corporation has been organized with Lewis H. Marr pres.

Lebanon, O.—I have succeeded M. C. Drake as mgr. for the Lebanon Farmers Co-op. Co.—C. C. Schlientz.

Cincinnati, O.—Paul Van Leunen and W. A. Daniel have formed a partnership in the grain brokerage business, with offices in the Ingalls bldg.

Mercer, O.—C. M. Bayman has sold his elvtr. and feed business to B. F. Tickle of Rockford. Mr. Tickle will have charge after Mar. 1.—C. M. Bayman.

Newark, O.—R. C. Younce sold the Farmers Products Co. to D. R. Williams and will leave Newark to take charge of a large elvtr. located south of Columbus.

Columbus, O.—We know nothing, the postoffice knows nothing and the railroads know nothing of the new company said to have been formed here by the name of Columbus Grain Growers Corp.—Omer Snyder, Columbus Grain & Hay Co.

Gordon, O.—The elvtr. bot by W. S. Studabaker last August burned at 8 p. m., Feb. 7, with 2,000 bus. of corn and much feed. Loss, several thousand dollars, partly insured.

Yorkshire, O.—I have been chosen as agent for the Buckland Mlg. Co. here, succeeding G. E. Brown who went to Rossburg to manage the company's plant there.—A. T. Deubner.

Cincinnati, O.—D. J. Schuh, of the Early & Daniel Co., has accepted the position of executive sec'y of the Grain & Hay Exchange, to succeed B. J. Drummond, who will become traffic mgr.

Genoa, O.—The affairs of the C. A. Powers Grain Co. which failed, have been cleared up and all buildings and property are now disposed of, settlement having been made satisfactorily to all creditors.

Loudonville, O.—I have bot the elvtr. of W. E. Nau on the Pennsylvania R. R., and after making some repairs will begin conducting a general grain business in about 10 days. The capacity is 20,000 bus.—Jacob H. Bender.

Cincinnati, O.—The Perin-Brouse-Skidmore Grain & Mlg. Co. has been incorporated with a capital stock of $125,000. The new company is a merger of the Perin Mlg. Co. and the Brouse-Skidmore Grain Co., and will deal in grain and hay and operate flour and grist mills.

Genoa, O.—N. C. Bunte has taken charge of the plant here bot by H. G. Dehring from C. A. Powers. He was with Mr. Dehring for about 14 years before he sold out at Curtice. Mr. Dehring, who has been out of the grain business for 4½ years, writes that he will be glad to get in touch with all his old friends.

Avery, O.—Stockholders of the Avery Grain & Elvtr. Co., have decided to liquidate, having lost $17,000 the past two years. The company was organized three years ago, about 325 farmers putting in $100 each, and operated elvtrs. at this place, Huron and Kimball. Liabilities, $35,000. Farmers near Huron are trying to form a new company to keep that house in operation.

OKLAHOMA

Byron, Okla.—We will make only minor improvements.—Byron Grain Co.

May, Okla.—Mail addressed to Farmers Elvtr. Co. has been returned marked "unclaimed."

Ninnekah, Okla.—The Ninnekah Grain & Lumber Co. is installing a Hall Signaling Distributor.

Piedmont, Okla.—The elvtr. bot last May by Oscar Dow is operated as the Dow Grain Co.—Dow Grain Co., Oscar Dow.

Cleo Springs, Okla.—The elvtr. that burned in May never was rebuilt. We wish some good company would.—Postmaster.

Gage, Okla.—Lloyd Laughlin has resigned as mgr. of the Farmers Co-op. Co. and will organize Ellis County for the U. S. G. G., Inc.

Bison, Okla.—I. L. Stephenson is in charge of the business at the elvtr. I leased of E. E. Van Dusen for a year from Jan. 1, 1922.—W. B. Johnston.

Enid, Okla.—The Enid Grain & Feed Co. has been chartered with a capital stock of $10,000. Incorporators are R. L. and M. C. Dunmire of Enid and S. S. Williamson of Wichita, Kan.

Canton, Okla.—The Farmers Co-op. Ass'n recently completed a 7,000-bu. studded, steel clad elvtr. on the Frisco R. R. It has engine power. The work was done by the Star Eng. Co.

Jet, Okla.—The Choctaw Grain Co. completed a new 15,000-bu. studded, steel clad elvtr. on the A. T. & S. F. R. R. It is equipped with engine power. The Star Eng. Co. had the contract.

Haskell, Okla.—The Haskell Mill & Eltvr. Co. has filed suit against the Midland Valley Railroad for $1,009, charging loss of that amount in weight shrinkage between Haskell and Galveston.

Medford, Okla.—Col. A. M. Edwards died recently. He was connected with the Medford Mill & Elvtr. Co. for many years, being well known in the grain trade throughout the southwest. He retired from the grain business about five years ago.

OREGON

Hillsboro, Ore.—Mail addressed to John Milne is returned marked "not here."

Cove, Ore.—Mail addressed to S. G. & M. B. Rees is returned marked "removed."

Kingston, Ore.—N. Geymer no longer resides at this place, and his mail is returned "address unknown."

Portland, Ore.—W. H. Foster of P. N. Gray & Co. and Ernest Reiner of Chesapeake Export Co., both of New York City, were jointly appointed on Feb. 8 as gen. mgrs. of the Portland Flouring Mills Co. and all its subsidiaries by a syndicate of banks under which the company has been operated lately. Frank L. Shull was recently appointed president of the company.

PENNSYLVANIA

Shippensburg, Pa.—His son, Walter, having been admitted to the firm, W. A. Nickles has changed the firm name to William A. Nickles & Son.

SOUTH DAKOTA

Burke, S. D.—Frescoln Bros. have bot the elvtr. of the Wm. Krotter Co.

Waubay, S. D.—Walter Darrington is now our mgr.—Waubay Equity Elvtr. Co.

Hoven, S. D.—A. J. Tobias is now agent for the Hawkeye Elvtr. Co. in place of T. J. Speiler.

Canastota, S. D.—D. Driggs has succeeded Grant Roberts as mgr. of the Farmers Elvtr. Co.

Bushnell, S. D.—The elvtr. of E. T. Alguire burned in February, 1921, and has not been rebuilt.

Sioux Falls, S. D.—The International Grain Co. of Minneapolis, has discontinued its branch at this city.

Yankton, S. D.—A. J. Nelson is the new mgr. of the Farmers Union Co-op. Ass'n in place of Don Morrison.

Thunder Hawk, S. D.—Mail addressed to the Columbia Elvtr. Co. and the John Hokanson Grain Co. is returned "unclaimed."

Cresbard, S. D.—H. A. Aker is mgr. for the Farmers Elvtr. Co., incorrectly given in the list of South Dakota Grain Elvtr. Operators.

White, S. D.—Borg & Borg dissolved partnership in 1917 and C. F. Borg is now sole owner. H. Fenerhelm is agt. for E. A. Brown Elvtr. Co.

Virgil, S. D.—The company operating at Virgil is the Equity Union Co-op. Exchange, and not the Farmers Equity Exchange as listed in the South Dakota Directory. Ed. F. Allen is mgr.

Chester, S. D.—As a correction for the list of South Dakota elvtr. operators would say the South Dakota Central Ry. has become the W. & S. F. Ry. Since Jan. 1 I have been mgr. of the Western Elvtr. & Grain Co.—N. C. Jensen.

White Rock, S. D.—Correct the list of South Dakota elvtr. operators to show that Bert Hite, formerly with the Atlas Elvtr. Co. is now with the Bath Equity Exchange at Bath. F. E. McCarter. mgr. White Rock Farmers Elvtr. Co.

Gettysburg, S. D.—I am erroneously listed in the South Dakota list of elvtr. operators as agt. for Geo. C. Bagley Elvtr. Co. Bagley never operated here, and I am agt. for the Eagle Roller Mill Co. D. H. Curran's elvtr. was closed Nov. 1, and the elvtr. of the Gettysburg Equity Exchange Dec. 1, 1921.—G. H. Chadsey.

SOUTHEAST

Quitman, Ga.—The Farmers Union will erect an elvtr.

Albany, Ala.—The Albany Coal & Grain Co. has been established with Luke Matthews as mgr.

Marietta, Ga.—Business men have definitely decided to build an elvtr. and mill here to cost $25,000.

Tuscaloosa, Ala.—We expect to close down next month.—J. W. Martin, mgr. Southern Grain Co.

Norfolk, Va.—S. D. Scott & Co. are building a warehouse and grain storage plant to cost $50,000 on the site of their plant which burned last year.

Hartselle, Ala.—The interest of P. W. Williams in the Alabama Cotton & Grain Co. has been bot by Mr. Day and Mr. Thomas, the other members of the firm, who will continue the business.

Norfolk Va.—Two grain dealers have already applied for the lease on the new elvtr. to be built here, their offers being contingent on the fact that the elvtr. be completed in time for the fall crop. It is expected that it will be done.

Sylvester, Ga.—The elvtr. being built here is nearing completion. The machinery, of latest type for handling corn, grain, beans, etc., has been installed and the elvtr. will be ready for operation within a week. The Hall Mlg. Co. owns the new structure.

Norfolk, Va.—The money derived from the sale of the bonds authorized at the recent election will be expended for the construction of a new pier with transit sheds, $2,325,000; bulkhead wharf, $455,000; grain elvtr., $648,000; dredging and filling, $256,000; railroad tracks, $122,000; pile breakwater, $15,000. The surplus $1,179,000 remaining from the $5,000,000 issue will be held in reserve for use should additional funds be needed in connection with the improvements. The port commission is working on plans and other details.

TENNESSEE

Memphis, Tenn.—The Clayton-Hughes Co. has purchased the business of Shanks, Phillips & Co.

Nashville, Tenn.—The sale of the J. A. & O. L. Jones Mill & Elvtr. Co. has been ordered by Chancellor John R. Aust.

Chattanooga, Tenn.—The Lookout Mlg. & Grain Co., incorporated with a capital stock of $10,000 by R. M. Stegall, L. Bryant and others.

Memphis, Tenn.—Miles B. Houseal, for many years in the inspection department, has been appointed chief grain and hay inspector, to succeed E. R. Gardner, whose resignation was accepted Feb. 23. The latter has engaged in the grain brokerage business as E. R. Gardner & Co., after 23 years as inspector. Effective Mar. 1 the fee for plug inspection of hay will be reduced from $3 to $2 per car, by the Memphis Merchants' Exchange.

TEXAS

Booker, Tex.—The Liske Grain Co.'s elvtr. is closed.—A. F. Brown.

Waco, Tex.—The Texas Grain Co. is out of business.—Clement Grain Co.

Houston, Tex.—The Waldman-Ross Grain Co. has changed its name to Texas Grain & Elvtr. Co.

Howe, Tex.—The Howe Grain & Milling Co. has decreased its capital stock from $50,000 to $15,000.

Amarillo, Tex.—Wm. C. Kenyon has been appointed postmaster. He is mgr. of the Kenyon Grain & Coal Co.

Dallas, Tex.—We have changed our address to the Dallas County Bank Bldg. from Ft. Worth. —Voelke-McLain Co.

Fort Worth, Tex.—We have changed our address to the Dallas County Bank Bldg., at Dallas.—Voelkel-McLain Co.

Conroe, Tex.—The wholesale feed business of the United Grain Store has been bought by the Conroe Provision Co. H. B. Sellman is mgr.

Van Alstyne, Tex.—The warehouses of the Grayson Mill & Grain Co. burned with all contents at 1:45 a. m., Feb. 15. Loss, $5,000; insured.

Perico, Tex.—Bouquot & Ludwick have completed a new 12,000-bu. elvtr. It is of studded, steel clad construction and has engine power. The Star Eng. Co. had the contract.

San Antonio, Tex.—Fire of unknown origin on Feb. 12 destroyed a large warehouse owned by the Blue Star Elvtr. Co. Three box cars loaded with corn were also burned.—E.

Clayton, Tex.—The C. H. Black Grain Co. has completed a 10,000-bu. studded, steel clad elvtr. on the Colo. & Southern Ry. Electric power is used. The Star Eng. Co. had the contract.

Huntoon, Tex.—The Huntoon Equity Exchange has completed a 13,000-bu. studded, steel clad elvtr. on the K. C. M. & O. R. R. It has engine power. The Star Engineering Co. had the contract.

Dallas, Tex.—I sold my interest in the Finley & Roberts Grain Co. and the company is now Roberts Grain Co. I operate as W. H. Finley, broker. Understand that Mr. Voekel has bot an interest in the Roberts Grain Co.—W. H. Finley.

Plainview, Tex.—At a recent meeting of the Board of City Development, it was agreed that the Board would pay $750 toward the upkeep of the Grain Exchange during the next eighteen months. This guarantees the Exchange as a permanent enterprise of the town.

Waco, Tex.—We purchased the J. G. Smith Grain Co.'s elvtr. and at present will do no improving.—C. H. Kendrick Seed & Grain Co.

Nome, Tex.—I did not get in the grain business as reported last November. Financial conditions too bad and demand for feed too uncertain, so am laying low.—J. B. Cooper.

Fort Worth, Tex.—It was reported that J. C. Simons just started in the grain business here. Following are the correct facts. The Simons Grain & Hay Co. has been in business for the past three years, J. C. Simons being pres. In 1921 Mr. Simons assumed certain duties with the Smith Bros. Grain Co. but kept his interest in the Simons Grain & Hay Co., which company was managed during the writer's absence by W. C. Lewis. The first of February I again took over active management of the company and it is in no way a new business.—Simons Grain & Hay Co., J. C. Simons.

WASHINGTON

Colfax, Wash.—The Kerr-Gifford Grain Co. has closed its office.

Spokane, Wash.—The Boyd-Conlee Co., incorporated; $100,000 capital stock; incorporators, Ernest A. Boyd and Herbert A. Conlee.

WISCONSIN

De Pere, Wis.—The John P. Dousman Mlg. Co. is preparing to retire from active business.

Tomahawk, Wis.—The Art A. Searl Co. has equipped its plant with a grain elvtr. and roller mill.

Sun Prairie, Wis.—Chase & Son's elvtr. burned at 3 a. m., Sunday, Feb. 5. Partly insured.

Clintonville, Wis.—The elvtr. here of the Dodge-Hooker Mills has been taken over by the Northern Milling Co. of Wausau.

Avalon, Wis.—Johnson & DeLong of Darien have reorganized to buy the Armour Grain Co.'s elvtr. here, which they are now operating.

Appleton, Wis.—H. E. McEachron has succeeded A. L. Nichols, Seymour, as pres. of Willy & Co. This was erroneously reported as being at Appleby.

Owen, Wis.—We have bot the business of the Green Grove Farmers Pro. Co. here and are operating along the same lines, except that we have added lumber as a side line.—Eph. L. Ohmen, Ohmen & Witt.

MILWAUKEE LETTER.

Milwaukee, Wis.—The Reichel-Korfman Co. has succeeded the Baumbach-Reichel Co., handling grain and cereal products.

Milwaukee, Wis.—Application for membership in the Chamber of Commerce has been posted for Chas. Harris. New members elected were Fred Pabst, Harold A. Mort, Milwaukee; Charles H. Requa and Frank A. Miller, Chicago, and Frank P. Cavanagh, Mendota, Ill.

Milwaukee, Wis.—A. R. Templeton, recently of the firm of Johnston & Templeton, is now mgr. of the local office of Armour Grain Co., succeeding James Hassburg. Before establishing his own business Mr. Templeton held this position, so by succeeding Mr. Hassburg he really but takes up his former duties.

Milwaukee, Wis.—On Mar. 1, James Hessburg will be associated with the Froedtert Grain & Malting Co., having resigned his position as mgr. of the Armour Grain Co. here. The Froedtert Company changed its name recently when it went into the grain handling business, taking over the elvtrs. of the Interstate Malting Co. here and at Red Wing, Minn.

THE CHAIRMAN of the Australian Voluntary Wheat Pool is planning a world wide marketing organization. Mr. Trethowan, the chairman, plans to visit the United States and Canada soon, and it has been intimated that he will seek to arrange an understanding between the three governments for the marketing of North American and Australian crops.

IMMEDIATE investigation of alleged irregularities in the grading of wheat was asked for by George D. Mosley, a farmer of Dickinson, N. D., who appeared before the senate agricultural com'ite recently. He claimed that federal grades for wheat have in some cases shown a difference of 30c to 50c per bu. in the sale value of the wheat, while there was only 8c difference in the flour value.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'sn the carriers have made the following changes in rates:

I. T. S. in Sup. 3 to 475-C names joint and proportional rates on grain from stations on its lines to Chicago, effective intrastate Feb. 15, interstate Mar. 13.

Western Trunk Lines in Sup 16 to 1-P gives rules, regulations and exceptions to classifications, with some applications on grain and grain products, effective Mar. 15.

C. & A. in Sup. 1 to 1570-G names rules governing milling and malting in transit privileges on grain, grain products and seeds at stations on its line, effective Feb. 25.

C. & E. I. in Sup 20 to 8625-B names joint rates on grain and grain products from stations on its line and on the C. & I. C. Ry. to points in Ala., Ark., Fla., La., Miss. and Tenn., effective Feb. 21.

C. B. & Q. in Sup. 18 to 3200-E names local, joint and proportional rates on grain, grain products and seeds between Mo. River points and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Winona, Minn., La Crosse, Wis., effective Feb. 28.

C. R. I. & P. in Sup. 13 to 19690-I names local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colo., Kan., Mo., Neb., N. M., Okla., also Council Bluffs, Ia., to Little Rock, Ark., and stations in Ark., La., and Mo., effective Mar. 22.

C. & A. in 1602-G cancels 1602-F, naming rates on grain and grain products from Kansas City, St. Joseph, Mo., and Leavenworth, Kan., when originating beyond or when milled there from grain originating beyond to stations on its lines in Ill., Ind., Ia., Mich., Mo., and Wis., effective Mar. 1.

A. T. & S. F. in Sup. 4 to 5655-A-1 names joint proportional rates on grain, grain products and seeds from points in Mo., Kan., Okla., N. Mex., Texas, also Superior, Neb., to Galveston, Houston, Texas City, Beaumont, Orange and Port Arthur, Tex., when for export, effective Mar. 25.

I. T. S. in Sup. 2 to 480-B names local, joint and proportional rates on grain and grain products between stations on its lines, also between stations on its lines and Alton, East St. Louis, Venice, Madison, Granite City, Ill., and St. Louis, Mo., on connecting lines, effective intrastate, Feb. 18; interstate Mar. 16.

A. T. & S. F. and associated lines in Sup. 18 to 7481-G names joint rates on grain products and seeds from stations in Colo., Kan., Mo., Okla., also Superior, Neb., on its lines, on the G. C. & S. F. and the L. & T., to points in Ala., Ark., Kan., La., Mo., Miss., Okla., Tenn., and Tex., effective Mar. 20.

I. T. S. in Sup. 9 to 450-A names joint and proportional rates on grain and grain products from stations in Ill. on its lines to Cairo, Ill., Cincinnati, O., Evansville, Lawrenceburg, North Vernon, Seymour, Terre Haute, Vincennes, Ind., Louisville, Ky., also lower Miss. Valley points, effective intrastate Feb. 22, interstate Mar. 20.

C. R. I. & P. in Sup. 9 to 31408-A names local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colo., Kan., Mo., Neb. N. M., Okla., also Council Bluffs, Ia., and Memphis, Tenn., to Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Okla., effective Mar. 22.

C. R. I. & P. in Sup. 18 to 28405-D names local, joint and proportional rates on hay, straw and corn husks from stations in Ark., Colo., La., Neb., N. M., Okla., also Joplin, Mo., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., Texarkana, Ark.-Tex., and other stations in Ala., Ark., La., Miss., Mo., and Okla., effective Mar. 15.

C. R. I. & P. in Sup. 13 to 19687-L names joint and proportional rates on grain, grain products, seeds, hay, broom corn from Mo. River Stations and other stations in Ill., Ia., Minn., Mo., and S. D., on its lines to Miss. Valley Points and other stations in Ala., Ark., Fla., La., Miss., and Tenn., also to Gulf Ports for export, effective Mar. 15.

Ill. Central in Sup. 10 to 1537-E names local, joint and proportional rates on grain, grain products, cotton seed products and seeds between stations in Ill., Ind., Wis., also Dubuque, Ia., St. Louis, Mo., and Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings and other stations in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Wis., effective Feb. 13.

C. B. & Q. in Sup. 5 to 37-K names local, joint and proportional rates on grain, grain products, flax seed, hay and broom corn from Kansas City, Mo., Atchison, Kan., Omaha, Neb., Council Bluffs, Sioux City, Ia., Sioux Falls, S. D., to Metropolis, Ill., Paducah, Ky., Cairo, Ill., Evansville, Ind., Memphis, Tenn., Helena, Ark., New Orleans, La., Mobile, Ala., Key West, Pensacola, Fla., effective Jan. 30.

C. B. & Q. in Sup. 14 to 1800-D names local, joint and proportional rates on grain, grain products, broom corn and seeds between stations on its lines west of the Mo. River, also R. C. B. H. & W., and Peoria, Chicago, Ill., St. Louis, Mo., St. Paul, Duluth, Minn., also other points on lines east of Mo. River as specified in tariff, effective as issued Jan. 30, being a suspension supplement.

C. & A. in Sup. 5 to 1596-F names joint and proportional rates on grain and grain products from stations in Ill. on C. & A., C. & I., M., and C. & N. W., also from Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Fla., La., Miss., Tenn., also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Westwego, La., effective Jan. 30.

Monon in 521-E cancels 521-D and in conjunction with E. J. & E., and participating carriers, names joint and proportional rates on grain, grain products, grain by-products and flour from points in Ill., and Ind., as shown to Brunswick, Ga., Charleston, S. C., Gulfport, Miss., Jacksonville, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Savannah, Ga., Wilmington, N. C., for export, effective Mar. 18.

Ill. Central in Sup. 11 to 1537-E names local, joint and proportional rates on grain, grain products, cotton seed products and seeds between stations in Ill., Ind., Wis., also Dubuque, Ia., and St. Louis, Mo., and Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings and other stations in Ill., Ind., Ia., Ky., Mich., Minn., Mo., and Wis., effective Mar. 18.

C. B. & Q. in Sup. 14 to 1362-L names local, joint and proportional rates on grain, grain products and seeds between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., La Crosse, Wis., etc., and stations in Ill., Ind., Ky., West Bank Miss River points (Dubuque, Ia., to St. Louis, Mo., inc.), also Green Bay, Kewaunee, Wis., etc., also to points east of the Ill.-Ind. State Line or south of the Ohio River, effective Jan. 30.

Ill. Central in Sup. 14 to 601-F names local, joint and proportional rates, domestic and when for export, on grain, grain products, hay and seeds between stations in Ia., Minn., S. D., on its lines, C. R. & I. C., Ft. D. D. M. & S., W. C. F. & N., W. & S. F., and Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Ohio River Crossings and other stations in Ill., Ind., Ia., Minn., S. D., Ohio, Wis., effective Mar. 14.

C. B. & Q. in Sup. 5 to 1218-H names local and joint rates on grain, grain products and hay from stations in Kan., Neb., Wyo., and Colo., on its lines to Cairo, Metropolis, Ill., Evansville, Ind., Greenville, Natchez, Miss., Memphis, Tenn., New Orleans, La., Vicksburg, Miss., also Port Arthur, Port Bolivar, Galveston, Texas City, Tex., New Orleans, Southport, Westwego, Port Chalmette, La., Pensacola, Fla., Mobile, Ala., Gulfport, Miss., when for export, effective Jan. 30.

C. A. E. I. in Sup. 15 to 622-G names local, joint and proportional rates on grain, grain products and by-products also broom corn, green corn, corn cobs, cotton seeds, cotton seed ashes, seeds (Broom corn, Hungarian and Millet), and red top seed chaff from stations on its lines and on the C. & I. C., also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Momence Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Ohio, Pa., and Wis., effective Mar. 15.

C. & A. in Sup. 24 to 1574-F names rates on grain, grain products, seeds, hay and straw from Kansas City, Mo., when originating beyond, also Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa, Slater, Mo., to Cairo, Ill., proper or when for southeastern or Carolina territories and Cincinnati, O., Evansville, Jeffersonville, Ind., Louisville, Ky., when for southeastern or Carolina territories also Mississippi Valley points and stations in Ala., La., and Miss., also Key West, Fla., when for export, effective Jan. 1.

C. B. & Q. in Sup. 6 to 5400-C names local and joint rates on broom corn, flaxseed, grain and grain products between Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Pacific Junction, Sioux City, Ia., Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., and stations taking same rates also stations on its lines west of the Mo. River, except Colo., and stations on its lines west of the Mo. River also stations on the C. & N. W. Ry., R. C. B. H. & W., and C. & W., effective as issued Jan. 30, being a suspension supplement, affecting transit privileges at Schuyler, Neb.

A. T. & S. F. and associated lines in Sup. 8 to 5702-G names local, joint and proportional rates on broom corn, castor beans, pop corn, seeds, hay and straw between points in Kan., Colo., Okla., also Superior, Neb., Joplin, Mo., and Kansas City, Mo.-Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan,, Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn, also distance rates between stations in Kan., stations in Okla. and stations in Kan., also Superior, Neb., Joplin, Mo., Superior, Neb., Joplin, Mo., and stations in Kan., also on corn husks from stations in Okla., to Chicago, St. Louis, E. Ft. Madison, Ft. Madison and Mo. River points, effective Mar. 15.

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The right hand pages show——Sold, under which the following information is recorded; Date; To Whom; Bushels; Grade; Shipment; Price; By Whom Sold, How; and Remarks.

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GRAIN DEALERS JOURNAL

315 S. La Salle St. Chicago, Ill.

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GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Seeds

PROVO, UTAH.—J. Elmer Jacobson has been appointed receiver for the Carpenter Seed Co.

MT. PLEASANT, MICH.—The Sweeney Seed Co. has built a 75-ft. addition to its warehouse.

NEW ALBANY, KY.—The Emery-Scott Seed Co. has changed its name to the Scott Seed Co.

SALT LANE CITY, UTAH.—The Porter-Walton Co., seedsmen, have moved to larger quarters.

OKLAHOMA CITY, OKLA.—B. F. Gill & Co. have established a seed dep't, in charge of W. O. Kueck.

ALPENA, MICH.—The Rogers Bros. Seed Co. has increased its capital stock from $375,000 to $500,000.

LOCKPORT, N. Y.—William E. Schaeffer, who had long been engaged in the wholesale seed business, died recently.

OSHKOSH, WIS.—Morris S. Smith, formerly with the Madson Seed Co., is now sec'y and manager for the Oshkosh Seed Co.

MILWAUKEE, WIS.—Dave Peck, formerly with the W. H. Small Co., at Evansville, Ind., is now connected with the World Seed Co.

SEDGWICK, KAN.—Demand the past month for field seeds, especially alfalfa and sweet clover, has been fine.—Sedgwick Alfalfa Mills.

LOS ANGELES, CAL.—The interest of M. L. Germain in the Germain Seed Co. has been bought by Manfred Meyberg and Walter Schoenfeld.

REGISTRATION of the word "Exchange" as trade mark No. 156,025 for use with field seeds has been made by the Springfield Seed Co., Springfield, Mo.

CHARLOTTE, N. C.—The Price Seed Co., of which J. S. Price is mgr., has recently engaged in the business of handling field seeds and other commodities.

WORCESTER, MASS.—William H. Holmes sustained loss of about $10,000 when fire destroyed a building, part of which he was using as a warehouse for seeds and grain.

DALLAS, TEX.—The Ferrys Seed Service, of Detroit, Mich., has been granted a permit to do business in Texas, with headquarters here. William Tatgenhorst is state agent.—E.

LEXINGTON, KY.—The Lexington Seed Co. has been incorporated by A. B. Bleidt and G. C. Goodloe to handle seeds and allied lines. Mr. Bleidt has been with the Brent Seed Co.

INDIANAPOLIS, IND.—The Garden City Co. has been incorporated by Maruis J. Forte, Clarence E. Mills and Mabel C. Dietz with capital stock of $2,500 to handle seeds, fertilizers, etc.

BELLINGHAM, WASH.—George Hohl, who has been manager for the Whatcom Flour & Feed Co., has bought the business of the Bellingham Feed & Seed Co., and will continue the business handling a general line of feeds, seeds and flour.

IMPORTATIONS of seeds from Japan to the United States in 1920 included 2,630,689 lbs. of hemp seed; 84,000 lbs. of millet seed; and 1,420,680 lbs. of mustard seed; compared with 3,271,336 lbs. of hemp; 4,153,782 lbs. of millet; and 10,778,379 lbs. of mustard seed in 1919.

BOSTON, MASS.—Charles H. Breck has resigned as pres. and director of the Joseph Breck & Sons Corporation. His interest in the business has been taken over by his son, Luther A. Breck, and his son-in-law, John Benbow. These men, with Joseph F. Breck, a brother of Charles, will continue the business.

SEED OATS that have been clipped, especially when a high percentage of grains have had the protecting hulls completely or almost removed, show a lower percentage of viability than unclipped oats. They are also more liable to attacks of mold and other similar fungous diseases, it appears from the results of experiments recently reported.

From the Seed Trade.

Alsike and Timothy to Follow Clover.

Toledo, O.—That advancing tendency in clover is but reflecting a condition that statistically is very strong the world over and may force still higher prices. Alsike and timothy are already adjusting themselves to follow the lead of clover. Stocks of timothy are light everywhere and estimated far short of requirements. Considering that a bushel of alsike will cover nearly twice the ground as red, it is too cheap. —The Crumbaugh-Kuehn Co.

Stocks of Flaxseed Light.

Minneapolis, Minn.—Minneapolis and adjacent mills are crushing more than 100,000 bus. of flaxseed a week and will not average 6 weeks, supply on hand. Total stocks in Duluth, 135,000 bus.; Minneapolis, 141,000 bus. These stocks combined are less than 3 weeks' run.

The large elevator interests advise that supplies of flax seed in the country are practically exhausted and it is 8 months before we can hope for a new crop.—Archer-Daniels Linseed Co.

Clover Continues Advance.

Toledo, O.—Clover put on steam again this week. Reached new high levels. Demand for futures good. Offerings are light and readily taken. A little fresh buying and short covering. Also some profit taking on the liberal upturn. More active cash demand reported by dealers. Strength in grains aids clover. Farmers feel more like paying high prices when they get high prices for their products. Short interest in clover is small. Most sales are against cash seed. Shipments increasing. October clover trade shows more pep. October represents the new crop with all its uncertainties.—Southworth & Co.

Country Offering Little Clover.

Toledo, O.—Clover seed has advanced sharply. All offerings of both cash and March have been readily absorbed. Shipments have been large. Stock here is decreasing. March shorts are beginning to worry. Stock prime here is not large and is firmly held. Country is offering very little seed. Consignments are extremely light. Shorts are mostly hedgers and may soon wish to cover. Longs are stubborn and believe all the red clover will be needed. Some believe an actual shortage will develop. Will the advance restrict some dealers from buying? Inquiries here show a big increase. Many are hoping for a reaction on which to buy.—The C. A. King & Co.

Timothy Situation Mixed.

Toledo, O.—Timothy seed lost ground. Big trade registered. Majority were for getting out. Thus the weakness. Seems queer timothy should falter when other seeds are soaring, and really on the eve of some real cash business.

The big stocks held all over couple seasons ago coupled with the crop of 1920 were reduced to small proportions by July 1921. Toledo, for instance, had 23,444 bags September 1st, 1921. We had nearly five times that amount a couple years ago.

Farmers sold freely and they must be all cleared up now. Available stocks not excessive, so really can't find much excuse for any weakness at this particular time. Any demand at all should be reflected substantially here, especially if the red clover continues to climb and disappear.

America consumes all we raise with the exception of a few shipments abroad. Finances may prevent much going there this season, but stocks are so small this country should be able to plant every bag and begin the next season with a brand new crop.—J. F. Zahm & Co.

To Require Labeling of Imported Seed.

A bill has been introduced in congress by Rep. Cantrill, of Kentucky, to amend the Seed Importation Act to prohibit the importation of seeds enumerated in Sec. 1 without stating on the container the nature and quantity of the contents, the name and address of the shipper and consignee, and the country where grown.

Interstate shipment of seeds would be similarly regulated; but the amendment would not prohibit the shipment or importation of mixtures of seeds so long as the requirements of the law are complied with. In the case of mixtures, it would be necessary to state the country of origin of each kind of seed contained in the mixture.

The Sec'y of Agriculture would be empowered to make rules for carrying out the proposed amendment.

Scarifying Improves Sweet Clover Seed.

The Dep't of Crops of the Ohio Agricultural Experiment Station, has recently issued a statement advocating the scarifying of seeds of sweet clover, which usually contains a rather high percentage of hard seeds. Germination tests have shown percentages ranging from 1% to 43% of hard seeds in Ohio sweet clover, and plantings of scarified seed gave a stand of 26 plants per square foot while unscarified seed gave only 15 plants.

Scarifying is the term used to describe the breaking or scratching of the waterproof varnish coat on certain seeds, which, if untreated prevents the hard seeds from taking up the water necessary to start germination.

The seed scarifier was invented by Prof. Hughes, of the Iowa State College, some years ago. It was patented, but the rights of the inventor were relinquished so that the public might have the benefit of the device. It consists essentially of a fan to create a blast of air which drives the seed against sheets of ordinary sand paper. The abrading effect of the sand paper scratches and breaks the hard varnish coat, making the seeds permeable to water.

A modification of the Hughes Scarifier permits the seed to enter the machine beyond the fan instead of going thru the fan itself, this having been found to eliminate much of the tendency to break the seeds.

In addition to sweet clover, the seeds of alfalfa, red clover, and any seeds which have a hard and more or less impervious outer coat, are benefited by scarifying.

Paradichlorobenzene and Viability of Stored Seeds.

The results of experiments conducted by H. Garman, of the University of Kentucky Experiment Station, to determine the effect of fumigation with paradichlorobenzene on the viability of seeds show that deterioration as a result of fumigation is slow and very slight.

He found that seeds can be protected with the fumigant if they are kept rather closely confined, and that in the case of seeds already infested with weevils paradichlorobenzene will stop the injury. It remains to be determined whether the chemical will leave any objectionable odor or flavor about seeds to be used as food, altho the odor, while not disagreeable, clings tenaciously; but it would not affect seeds for sowing.

In a test with corn, no harm was done by the paradichlorobenzene, the decline of viability being greater in the untreated sample used as a check than in the treated sample.

Clover seed showed little difference between the treated and untreated seeds, the first germination tests on both samples giving lower percentages than the last. Timothy seeds, also, showed no marked decline in viability and apparently the seeds were not affected by the fumigant, but the treated seeds showed a falling off in the average viability as compared with the check lot.

In the whole series of experiments, which included corn, wheat, cowpeas, timothy and red clover, all of known viability, the average germination was higher in the untreated seeds than in those which were treated, except in the case of corn. This implied a general injurious effect on everything except corn; altho, as previously stated, this deterioration was slow and slight.

Death of J. H. Shaw.

J. H. Shaw, of Enid, Okla., one of the leading grain dealers of the Southwest, is dead.

Mr. Shaw, whose portrait is reproduced herewith, entered the grain business in Oklahoma in the early days when Kingfisher, Okla., originated more wheat shipments than any other country station in America, and when Hennessey, Okla., was a station name known to every handler of wheat thruout the country. Only a few lines of railroad served the section, the soil had but lately been brought under cultivation, and the products of the farms were hauled distances that now seem impossible to reach the little towns where the grain might be shoveled direct to cars or dumped in one of the elevators that were springing up at every loading point almost overnight. One of Mr. Shaw's early ventures in the trade was the operation of an elevator at Hennessey, and this he owned for many years.

J. H. Shaw, Enid, Okla., Deceased.

In more recent years, Mr. Shaw has been located in Enid, where he was engaged in conducting a carlot business and in operating elevators at Enid and other points. His plant at Enid was sold in 1920 and since that time he has devoted himself to his other interests in the grain business and to activities in other lines.

Almost continuously since the organization of the Grain Dealers Ass'n of Oklahoma, Henry Shaw, as he was known to his friends, has been an active worker in its behalf. He served as director at various times, and was the Oklahoma representative on the Tri-State Appeals Board since the organization of that tribunal. That he was never president of the Ass'n was due solely to his unwillingness to accept the post, as it was offered to him repeatedly; but each time he refused to accept the office, preferring to serve in other capacities.

In a life so full of activity and service as that lived by Mr. Shaw, it is inevitable, perhaps, that there should have been disagreements between himself and some of those with whom he was associated and with whom he dealt, but he was always so fair and so zealous in giving and receiving a square deal that none of these momentary disagreements developed into enmity or dislike. In his death, every grain dealer of the Southwest, every member of the trade generally, has lost a friend. An earnest advocate of high ethics in the trade, he was himself a careful trader and a faithful observer of the rules governing the business of handling grain; and always, even when engaged in a strictly carlot business of buying and selling, he was a champion of the rights of the country shipper, whose position he knew so well.

It is possible, frequently, to get a more intimate understanding of a man's character by knowing something of his interests away from his office, something of the tasks he undertook in leisure hours. In the case of Mr. Shaw, this outside interest was largely concerned with athletic activities among the young people of Enid, and especially among the students of Phillips University. He was a guide, counselor and friend of that portion of the student body with whom athletics formed a subject of prime importance. He rendered this service because it gave him pleasure to do it, and because he felt that it was helpful to the growing generation, and it required an important grain trade to cause him to refuse an audience to some boys from the school who wanted advice on the latest problem confronting their baseball, football or other athletic organization.

Thus, while his passing is being mourned by his relatives and intimate friends, and while grain dealers regret the loss of a brother dealer who was the embodiment of the highest standard of business ethics, the boys and girls at Phillips University are sorry because one is gone whom they loved and in whom they had confidence.

Co-operative Marketing.

[By G. Harold Powell, gen. mgr. California Fruit Growers Exchange, before the Agricultural Conference.]

The producers and the public generally need more knowledge of the financing, assembling, distributing and selling the nation's farm crops. A large part of the endless conflict between the producer and the distributing agencies, extending to the consumers as well, is the result of a lack of dependable information regarding the cost of production and of distribution. Until an industry has clearly analyzed its problem and has an accurate knowledge of the complicated financing and distributing processes, no graver mistake can be made than to assume that a remedy for its marketing difficulties lies in the elimination of one or more of the agencies of distribution. These agencies are closely interwoven with the necessary financing and distributing machinery and have generally grown out of a vital need in distribution. Only after a farmer's organization has proven that it can perform the same service more efficiently or more economically, should it decide to eliminate any of the present links in the closely interwoven chain of distribution.

It is clear that altho there may be present abuses, unfair and occasionally dishonest practices that may be eliminated by legislation, and tho the banking system may need to be adapted to the basic needs of the different agricultural industries, including a more adaptable mortgage system as well as the financing of the crop turnover, yet the practicable reforms in the distributing system will be found equally in the handling of farm crops under conditions which insure more efficient and economical methods of merchandising.

No group of farmers should have the right to operate collectively if it uses the power of organization to restrict production artificially, to lessen or arbitrarily control the supply, to permit avoidable wastes, to speculate, to make profits that do not reflect the law of supply and demand, to create any situation through the power of organization that is discriminatory or unfair to the public or to a competitor, or to give a member, an officer or an employee any advantages that are not open to all alike.

Tho the producer has ever been ready to invoke the law to save him from modern conditions, he should appreciate that any effort to reduce the cost of distribution thru legislation, or by other Governmental action—except as it provides a sound legal basis for the organization of farmers, establishes legal grades and standards, makes the currency system more adaptable to the necessities of agriculture, prevents unfair or dishonest practices either by the producers or by the distributing agencies—is likely to result in the future, as it always has in the past, in disappointment.

New Cribbed Elevator at New Canton, Ill.

The 16,000-bu. cribbed elevator shown in the photograph reproduced herewith has recently been completed and placed in service at New Canton, Ill., by the M. D. King Milling Co.

The main elevator building is 24x28 ft.,

16,000-bu. Cribbed Elevator of M. D. King Milling Co. at New Canton, Ill.

resting on a stone foundation, and there is a full basement beneath the house. In connection with it there is a warehouse, 28x40 ft. and 10 ft. high.

Above the main portion of the elevator there is a cupola 14x28 ft. and 25 ft. to the square. The leanto driveway is 11x30 ft., 12 ft. high, and the office, also a leanto building, is 10x24 ft., 10 ft. high. The concrete power house is 10x16 ft., 9½ ft. high.

The elevator, driveway and office have their side walls covered with galvanized siding, while the elevator is roofed with asbestos slate roofing and the warehouse with asbestos sheet roofing.

The plant has two legs, one fitted with 14x7 buckets and the other with 10x6 buckets. Power is furnished by a 20-h.p. F-M Engine, housed in the concrete engine room, and the main transmission line inside the plant is wire center rope. The mechanical equipment includes a Barnard & Leas Sheller, a 10-ton Fairbanks Scale and a cleaner.

The plant was designed and erected by P. F. McAllister & Co.

Books Received

GROWTH AND PROSPERITY of Indianapolis, how it is promoted by the open shop, is a 24-page pamphlet containing a report presented to the Associated Employers of Indianapolis, by its pres. and sec'y at the recent annual meeting. The "Associated Employers," Inc., was formed 18 years ago, when Indianapolis was known far and wide as a helplessly unionized and strike-ridden community. Now Indianapolis is 90 per cent open shop, the building and printing trades being the only ones still unionized.

A New Grain Door.

The need for a grain door that is easily applied to cars, that will effectually retain the grain loaded into the car, and that may be readily removed when the car reaches the unloading elevator has long challenged the attention of inventors. Many designs have been proposed, and many patents have been taken out on inventions that have been described by the interested persons as the long sought ideal, but in almost every case some important requirement has not been met by the doors so brought forward, and one by one they have passed into the discard.

On Feb. 17 a new door was demonstrated at Rock Island Elevator "A" in Chicago by N. D. Ballantine, of Omaha, Neb., sup't of transportation for the Union Pacific System. The demonstration was attended by a number of men representing the various grain carrying railroads, and the door shown is one manufactured by the Union Pacific under patent No. 1,380,831, issued to Carl Nelson and Frank Snyder, of Council Bluffs, Ia. The door itself is known as the Nelson-Snyder Grain Door.

The patented portion of the door embodies the principle of the familiar wagon endgate and is designed to form the bottom portion of the barricade across the car door. A plan of it is shown in the drawing which is reproduced herewith.

Fig. 1 represents the side of the door which is seen from the outside of the car after it is applied; and Fig. 2 represents the side which is seen from inside the car. In each case, the dotted lines indicate parts that would not be visible to the observor.

The door consists essentially of three main parts. These are shown at "a," "b," "c." The parts "a" and "c" are sufficiently long, when placed end to end, to reach across the door opening and to bear against the door posts. At the ends, where "a" and "c" bear against the door posts, steel plates are provided; and these plates have holes punched to admit the nails that will be driven into the door posts to secure "a" and "c" in position. The part "b" is rigidly fastened to "a" with nails that are driven thru and clenched; and "b" projects slightly above the top edge of "a." This projection provides a brace against which the door above will bear to keep it from bulging outward.

The part "c" carries a U-bolt that is rigidly secured at the back side by means of staples driven into the wood to hold the bent end arms of the U. A pin is attached to "b" by means of a stapled chain.

When door members are placed in position across the door opening the ends are nailed to the door post in the usual manner, the U-bolt inserted thru a hole in "b" and the tapered pin is driven thru the U to lock the three parts in immovable relation one with the other.

Whatever additional barricade may be required is then built above the patented door, using ordinary grain doors for the purpose. As the patented door is only 9½ inches high it only forms a small portion of barricade.

When the car arrives at its destination and is placed at the unloading sink, the outer door is opened in the usual manner. The tapered pin is driven out, and the pressure of the grain inside the car forces parts "b" and "a" outward. The elevator man grasps the end of "b" and pulls "a" and "b" out of the car; this being an easy task as the nails in the door post are all that offer resistance, and, due to the presence of the steel plate to keep the nails from tearing the wood, they readily pull out of the post. When the opening is first made grain begins to flow out, and by the time the operator has removed "a" and "b" and is ready to begin upon "c" much of the grain that was immediately against the door has passed into the sink below.

It now becomes a simple matter to remove the upper grain doors of the barricade, and in a short time the car is ready for the shovelers At the demonstration in Chicago, it required only a few seconds to remove the patented door, and in a short time the car, which contained oats, was completely opened and the shovelers were at work. Much of this saving in time was due to an improved device for fastening grain doors which is illustrated in Fig. 3.

The advantages claimed for the Nelson-Snyder Grain Door are that it is not expensive, that it is easily applied, that it holds the grain safely, that it can be removed quickly, and that it may be used many times before it must be discarded as unfit for service.

SHIPMENT of 150,000 bus. of wheat from elevators at Saskatoon, Sask., Canada, and destined for Shanghai and Yokohama, was made during January. This is the first large lot of grain to move from Saskatoon direct to Asiatic ports.

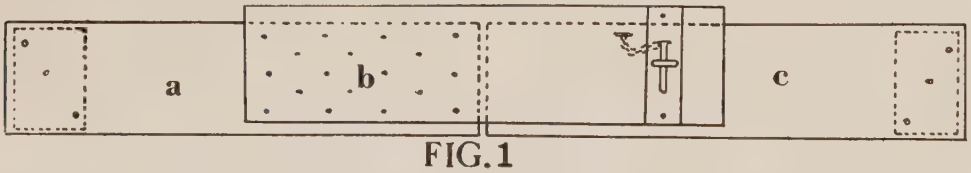

FIG. 1

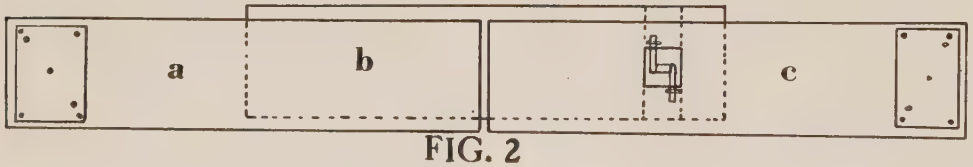

FIG. 2

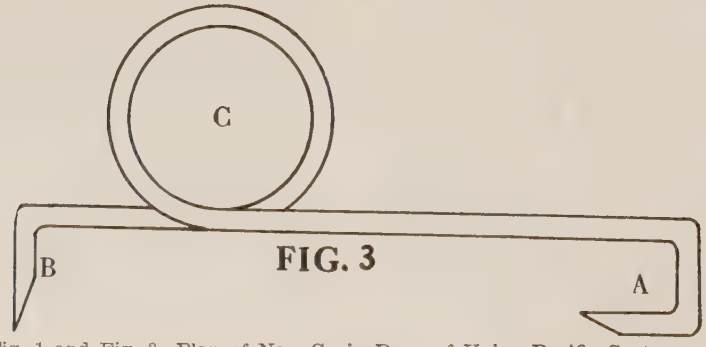

FIG. 3

Fig. 1 and Fig. 2—Plan of New Grain Door of Union Pacific System.
Fig. 3—Clamp for Fastening Grain Doors.

A Clamp for Fastening Grain Doors.

Nails have never been altogether satisfactory as means for fastening grain doors in position, but nails were the only fasteners available. They are difficult to drive and they split the doors; the temptation to use larger nails than necessary is always present and this fact makes it all the more difficult for the men at unloading elevators to remove grain doors, because large nails in hard oak door posts are practically safe against pulling out, either accidentally or when operated upon by a determined man with desperate intent.

In connection with the recent demonstration at Chicago of a new grain door, which is described elsewhere in this number of the Journal, a wire clamp or grain door fastening device was exhibited by N. D. Ballantine, of Omaha, Neb., sup't of transportation for the Union Pacific System.

This clamp is shown in Fig. 3 herewith. It is made of No. 8 galvanized wire, and is bent with a sharpened and hooked end "A," a straight sharpened end "B," and a ring "C."

In applying the clamp, the grain door is placed in position against the door post and the clamp is placed against the door and post with its hooked end "A" inside the car and the ring "C" and end "B" extending outside the car. The hooked end "A" is then driven into the grain door, after which the end of the hammer handle is inserted in the ring "C" and the ring is forced downward to bend the pointed end "B" into position to permit it to be driven into the door post. After "B" is driven into the post the door is held in position by the device, the hooked end being in the door and the end "B" in the post. It is probable, however, that the door may not be quite tight enuf against the post. Whether this be apparent or not, the hammer handle is again inserted in the ring and it is twisted to draw the door more tightly against the post, where it will be held until the clamp is removed.

When the car arrives at destination the door holding devices are easily removed as they are all accessible on the outside of the car, it being only necessary to use a hammer or similar tool to pull the end "B" out of the post. Thereafter the doors are held in position only by the pressure of the grain, and if some means is provided for relieving this pressure it requires only a little effort to remove the grain doors from the car.

EXPORTS from the United States in January were valued at $279,000,000, a falling off of $15,000,000 from the previous month and $375,000,000 less than in January, 1921. The January total this year was the lowest since August, 1915. Imports in January totaled $216,000,000, compared with $237,000,000 in December and $205,000,000 in January, 1921. The decrease in both imports and exports was due in large measure to the decrease in prices.

Extend Time for Filing Tax Returns.

The Commissioner of Internal Revenue on Feb. 23 announced an extension of time until June 15 in which corporations may file their income tax returns. The order applies to reports of income for the calendar year 1921, for the fiscal year ended Jan. 31, 1922, and for the fiscal year ending Feb. 28, 1922.

Corporations reporting on the basis of the calendar year are required to file a tentative return by Mar. 15. Those who report for a fiscal year ended Jan. 31 may file the tentative return by Apr. 15; and those whose fiscal year ends Feb. 28 will have until Apr. 15 in which to file the tentative report. One-fourth of the tax due is to be remitted with the tentative return. Final return is to be made in either case by June 15.

The reason for extending the time was stated as being due to the delay of the treasury in preparing the new regulations governing income and profits taxes. These regulations will be ready about Mar. 1.

Feedstuffs

DECATUR, GA.—W. S. Ansley plans to build a feed mill here.

BROOKFIELD, MO.—C. Sheats has bought the feed business of F. T. Sanford.

COLLEGE VIEW, NEB.—F. J. Harrison has bought the feed business of J. T. Milton.

RICHMOND, VA.—W. F. Richardson, Jr., & Co., are building a feed mill and mixing plant.

SEYMOUR, IND.—The Farmers Hominy Mill has filed preliminary certificate of dissolution.

EVANSVILLE, WIS. — L. A. Baldwin has installed a 50 h.p. gasoline engine in his feed mill.

VALPARAISO, IND.—The Chatfield Grain Co. has bought the feed business of William Harbeck.

LOS ANGELES, CAL.—The plant of the Salt Lake Feed & Fuel Co. was destroyed by fire recently.

PAYETTE, IDA.—A feed business under the name, Cash Feed Store, has been started by B. F. Huff.

BUFFALO, N. Y.—Walter Gordon, for many years connected with the Banner Mlg. Co., died recently.

NEW YORK, N. Y.—George Roden has resigned his position with the feed dep't of B. F. Schwartz & Co.

SPARTA, GA.—The feed mill of John K. Kimbrough was destroyed by fire recently, the loss being about $5,000.

PITTSBURGH, PA.—George Purchase, of Minneapolis, has entered the employ of the Newsome Feed & Grain Co.

LOCKPORT, N. Y.—John T. Darrison, who has been engaged in the feed business here for many years, died recently.

GREENWOOD, MISS.—The Delta Feed Co., of which E. O. Simmons is manager, has engaged in the business of handling feeds.

FT. CALHOUN, NEB.—An involuntary petition in bankruptcy has been filed against the Wash-Co Alfalfa Milling Co.—Mulfinger & Webb, Omaha, Neb.

MARION, IND.—The Riverside Feed Co. has been incoporated with capital stock of $5,000 by H. M. Miller, Charles A. Herring and others to handle feed.

FORT DODGE, IA.—The Fort Dodge Flour & Feed Co. recently made an assignment for benefit of its creditors, and W. E. Gadd was appointed receiver.

BEAUMONT, TEX.—The Hutchinson-Osteen Feed Co. has been incorporated with capital stock of $15,000 by H. A. Hutchinson, A. A. Osteen and W. C. Keith.

JORDAN, N. Y.—The Ramey Danforth Yager Co., whose main office is in New York City, is completing a plant here for the manufacture of dairy and poultry feeds.

OWENSBORO, KY.—J. B. DeHaven, formerly sec'y and treas. of the American Milling Co., Peoria, Ill., has bought an interest in the Sugarine Co., which operates a plant here.

FORT WAYNE, IND.—J. D. Dubuque, formerly manager of the feed dep't of the Ladish Milling Co., Milwaukee, Wis., is now engaged in the same capacity with McMillen & Co.

A WARNING against selling of feed that has not been inspected and tagged by representatives of his dep't was recently sent out by James G. Ferguson, agricultural commissioner of Arkansas.

KANSAS CITY, MO.—Following the closing of the office of the Opsal-Fleming Co., F. J. Landon, who had represented the company, engaged in the feed brokerage business for his own account. He has recently been compelled to close his office because of ill health.

ST. LOUIS, MO.—An involuntary petition in bankruptcy was filed Feb. 20 against the Best-Clymer Mfg. Co., a subsidiary of the Temtor Corn & Fruit Products Co., for which a receiver has been appointed.

BIRMINGHAM, ALA.—The Charles A. Jones Grain & Flour Co. was recently incorporated with capital stock of $100,000 to engage in the feed, grain and flour jobbing business. The company succeeds Charles A. Jones & Co.

ASHLAND, KY.—A company organized by Ed Vanhouse and B. E. Adams, capitalized at $150,000, has bought the plant of the Ohio Mill & Supply Co. Additional machinery will be installed, and the company will manufacture feeds.

ANTIGO, WIS.—The plant of the old Antigo Brewing Co. has been leased to E. A. Schaar and E. G. Emmons, of Virginia, Minn., who will remodel it and engage in the manufacture of a line of cereal beverages and other products.

OSWEGO, ILL.—The starch factory of the Corn Products Refining Co., located here, will be closed Mar. 1 after having been in operation over half a century. The machinery will be moved to the company's plant at Edgewater, N. J.

NEW ORLEANS, LA. — The Cass-Teel Co., which was recently organized and incorporated to handle feeds, has taken over the business of the Royal Feed & Milling Co., and of W. W. Teel. Thos. D. Case is pres. of the company, W. W. Teel, vice-pres., and J. G. Case, treas.

FORT SMITH, ARK.—B. M. McCurry and J. S. Watts have entered the wholesale feed and flour business under the name of Watts & McCurry. Mr. McCurry was formerly mgr. of the local branch of the Red Star Products Co., and Mr. Watts has been in the mercantile business.

ADAMS, N. Y.—Kenyon & Engelson, of Williamson, have bought the feed mill of E. J. Seeber and will operate it under the name Adams Feed Co., Inc. They have also bought the mill of E. C. Maxson & Son at Adams Center, and will operate that plant as the Northern Feed Co., Inc.

OWOSSO, MICH.—C. A. Mills, of Hutchinson, Kan., and E. C. Stein, of Columbus, O., have purchased an interest in the feed busines of C. C. Wright, Son & Co., and, together with W. S. Wright, will have active charge of the business. C. C. Wright, who organized the company in 1904, will continue his financial interest in the business.

OKLAHOMA CITY, OKLA.—The Eddie Feed Co., recently organized by K. and B. D. Eddie, has bought the plant of the Stockyards Milling Co., and will operate it in the manufacture of feeds. W. L. Hutcheson and J. E. White were the former owners of the Stockyards Milling Co. The new company will erect a warehouse.

BUFFALO, N. Y.—Contract has been let to the Fegles Construction Co. by the Archer-Daniels Linseed Co., of Minneapolis, for the construction at the lake terminal of the new barge canal here of a 650,000-bu. reinforced concrete elvtr. The plant will embody a marine tower, and other equipment permitting it to handle grain and flaxseed from and to both cars and vessels. The contract calls for completion by Sept. 1.

THE JURY which heard the case brought by Louis Handel, of Elmont, N. Y., against the Brooklyn Elevator & Milling Co. in which Handel charged that bran bought from the defendant had caused the death of 18,000 ducks to which it was fed awarded Handel damages of $8,250. The same jury awarded the milling company a judgment of $2,940.08 against Handel, this being the amount he owed for the feed, with interest.

THE TENTH annual meeting of the Chamber of Commerce of the United States will be held in Washington, D. C., May 16, 17, 18.

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Miller's Code (1917), for milling and flour trades, 3¾x6 inches, 77 pages, $2.00.

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Supreme Court Decisions

Telegraph Co. Not Liable under Government Control.—A telegraph company is not liable for damages caused by failure promptly to deliver a message while its system was under control of the United States Government.—W. U. Tel: Co. v. Stewart. Court of Civil Appeals of Texas. 235 S. W. 287.

Telegraf Co. Not Liable during Federal Control.—A telegraph company is not liable for the negligence of agents during federal control, regardless of whether the person injured has a remedy against the government.—W. U. Tel. Co. v. Wallace. Court of Civil Appeals of Texas. 235 S. W. 282.

Buyer's Option to Purchase More Than Covered by Contract.—Provision of sales contract giving buyer option of purchasing as much more of the goods as seller could procure held based on a consideration; the privilege to order more being coupled with the obligation to accept a stated minimum.—Heyman Cohen & Sons, Inc. v. M. Lurie Woolen Co. Court of Appeals of New York. 133 N. E. 370.

Notice of Loss Not Required on Transit Claims.—A stipulation in the B/L exempting from the requirements as to notice of loss claims where the loss was due to delay or damage in transit relieves a shipper from the necessity of giving notice of claimed damage to a shipment of potatoes after delivery to the carrier and before delivery to consignee.—Barrett v. St. L. S. W. Ry. Co. Supreme Court of Arkansas. 235 S. W. 800.

Expulsion from Ass'n Irrevelant.—In seller's action for buyer's failure to accept, the question whether defendant was a member of a cotton seed crushers' association, under the rules of which the sale was claimed to have been made, was material, but the question why he was not a member was immaterial; hence evidence that defendant was expelled from the association was irrelevant and prejudicial.—W. T. Wilson Grain Co. v. Hunt County Oil Co. Court of Civil Appeals of Texas. 235 S. W. 638.

Carrier Liable for Delay Due to Strike.—Where the employees suddenly abandon a carrier's service, and, while offering no violence and causing no forcible obstruction to its business, simply refuse to work or further discharge their duties, for any delay in a shipment of cattle consequent thereon the carrier is liable, if it fails to use reasonable diligence in supplying the places of the striking employees.—Panhandle & S. F. Ry. Co. v. Thompson. Court of Civil Appeals of Texas. 235 S. W. 913.

Price-Fixing Must Not Restrain Commerce.—Notwithstanding the Sherman Anti-Trust Act (Comp. St. §§8820 et seq.), a trader may refuse to sell his goods to those who will not sell them at the prices which he fixes for their resale, but he may not, consistently with that act, go beyond the exercise of this right, and by contracts or combinations, express or implied, unduly hinder or obstruct the free and natural flow of commerce in the channels of interstate trade.—Federal Trade Commission v. Beech Nut Packing Co. Supreme Court of the United States. 42 Sup. Ct. Rep. 150.

Implied Warranty of Seed.—Where corn for seed is bought from a dealer therein at a distance, without opportunity to examine, it is with reliance on the seller within Code, art. 83, § 36, subsec. 1, providing that, where buyer makes known to seller the purpose for which the goods are required and relies on the seller's skill or judgment, there is an implied warranty that they shall be reasonably fit for such purpose. Where seed corn is sold with statement that its germinating test was 75 to 80 per cent., "and this is as good corn as we can get this year," the added statement, "Most of the corn germinates from 0 to 50 per cent.," referring to other corn of the year, cannot be considered in determining whether the corn sold, in fact having a germinating power of only 40 to 55 per cent., was reasonably suited for seed.—W. E. Robinson & Co., Bel Air, Md., v. Barteldes Seed Co. Court of Appeals of Maryland. 115 Atl. 757.

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Sale Not Made Until Price Agreed Upon.

Jason Griffith, manager of the Farmers Elevator at Hill City, Kan., promised P. J. Riedel that he could have the first load corn delivered to the elevator. After the corn was brot in notice was sent to Riedel to come and get it, and Griffith went out of town. His assistant, John Mellinosky, was in charge when Matt Rohr drove up and asked for the load of corn. He let him have the corn, and Rohr opened the spout and had let four bushels run into his wagon when Riedel drove up. An argument followed. Rohr closed the spout but insisted that as he had 'phoned Mellinosky in advance and been promised corn he was entitled to the corn or to pay for his trouble in coming to town after it.

Riedel climbed into Rohr's wagon, struck him and pushed him out. Rohr sustained injuries for which he brot suit against Riedel and was given judgment, which was sustained Dec. 10 by the Supreme Court of Kansas, holding that Riedel could not be regarded as the owner of the undelivered corn for the reason that no payment had been made and no agreement as to the quality or price, and therefore he had no right to resist by force the attempt of a proposed purchaser to take possession of it.—202 *Pac. Rep.* 852.

Liability for Personal Injury.

The Elmdale Elevator Co., of Elmdale, Mich., employed Alvin E. Norris, a carpenter, to repair and remodel its elevator. He had been working there 6 months when Krauss, assistant to Van Sice, mgr., ordered him to renew a screen in a spout attached to a bean polisher. Norris stopped the machine by throwing off the belt, renewed the screen, but when he attempted to replace the belt upon the countershaft pulley, was injured, breaking bones in his right wrist that impaired his working ability 50 per cent.

Norris brot suit for damages for alleged violation of sec. 5336 of the Comp. Laws of Michigan, 1915, providing:

"It shall be the duty of the owner of any factory, storehouse or warehouse, or his agent, superintendent or other person in charge of the same, to furnish or supply, or cause to be furnished or supplied, in the discretion of the factory inspector, where machinery is in use, proper shifters or other mechanical contrivances for the purpose of throwing belts on or off pulleys. All gearing or belting shall be provided with proper safe guards, and whenever possible machinery shall be provided with loose pulleys.

The elevator company had removed a loose pulley from the shaft some time before the accident, and the lower court gave Norris judgment for $5,000.

In defense the elevator company contended that it was not possible to provide the loose pulley and gave as reasons for removing the loose pulley and for not having it in use interference with another machine in the elevator, the size of the room, and the proximity of other machinery. Plaintiff contended that the loose pulley could have been provided and used by installing a device described by a witness and which he called a belt shifter.

The Supreme Court of Michigan reversed the decision and granted a new trial, stating:

The word "possible" in the statute was not used in an extreme sense. Perhaps it is within the limit of human ability to provide all machinery requiring belts with loose pulleys. To so hold would give the statute the effect of requiring loose pulleys in all cases. Had the Legislature so intended it might have so provided. The word as here used means "practicable," and has reference to available means, resources, and existing conditions. Where it is reasonable and practicable to provide such pulley, it is required; where unreasonable and impracticable, it is not.

Whether it was defendant's duty to provide the loose pulley under the circumstances was a question for the jury.—185 N. W. Rep. 696.

Arbitrating Business Differences in Chicago.

Chicago business men, since May 4, 1921, have had access to a system of adjudicating their trade differences without resorting to litigation in the regular courts. This voluntary trade court was established on the date mentioned by the Chicago Ass'n of Commerce. It is under the management of J. Kent Greene, and 235 cases have been disposed of.

It was organized on the basis of procedure outlined in the Arbitration and Awards Act of Illinois which provides that all persons having requisite legal capacity may, by an instrument in writing to be signed by them, submit to one or more arbitrators to be named in the manner indicated by such writing, any controversy existing between them.

Arbitrators are given power to administer oaths, subpoena and examine witnesses, authorize the taking of depositions and issue subpoenas requiring the production of documents, the obedience of such orders being enforced by application to the court.

The submission to arbitration may be filed in court at any time after its execution whereupon the court takes jurisdiction without the filing of any pleas. Writs of error and appeals on questions of law are allowed as in other cases.

Where the official arbitrator of the Ass'n acts the compensation is paid to that organization. The schedule of fees is as follows:

Where the matter in contest does not exceed two hundred dollars, the sum of five dollars.

Where the matter in contest exceeds two hundred dollars but does not exceed one thousand dollars, the sum of seven and one-half dollars.

Where the matter in contest exceeds one thousand, the sum of ten dollars.

Where more than one thousand dollars is in contest, there shall be charged, in addition to the above, two per cent of the first thousand dollars and one per cent on all over one thousand, up to five thousand dollars, and one-half of one per cent on all over five thousand dollars, or such other fee as may be arranged for.

This method of settling disputes has proven quicker and cheaper than resort to the courts. It provides arbitrators who are qualified by business experience. Experts in particular trades may be subpoenaed as witnesses, and it avoids the publicity connected with court procedure. It is simply the adaptation of the grain trade's plan of arbitrating trade differences to all other lines of business, in fact a wholesale endorsement of this method of settling disputes.

The Russian Relief Commission recently asked for tenders of 600,000 bus. of No. 1 Northern Spring or No. 1 Manitoba wheat and 500,000 bus. of No. 2 or better natural seed corn.

Japan and Norway have organized national bodies for the working out of engineering standards.

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Selecting Seed Corn According to Market Standards

By Wm. L. Frank, Chief Inspector, Grain and Cotton Exchange, Sherman, Texas

SELECTING SEED CORN—Corn breeders have paid very little attention to market grades. Yield and arbitrary varietal types have been emphasized by judges and breeders, but the relation of ear and kernel types to market grades seems not to have been considered. Experiments made by the writer show that certain ear and kernel characters affect the market grades of shelled corn.

MARKET CLASSES OF CORN.—The Federal Grades for shelled corn provide for three classes, based on color, namely, *white, yellow* and *mixed*. White corn must be at least 98% white, and yellow corn at least 95% yellow. All corn which cannot be graded white or yellow is graded mixed.

Notwithstanding these facts some breeders and some farmers continue to plant mixed corn. Their preference may be based on good reasons in a few cases, but it would appear that almost any quality or character (except color) could be found in at least one of the many varieties of white or yellow corn now being grown in almost every community. Mixed corn often sells at a discount and requires additional storage space in the elevator. Grain dealers and county agents would be rendering a real service by encouraging the farmers in each community to grow all white or all yellow corn. Market grades do not recognize "varieties," so that it would not be necessary to have corn planted to one variety, but all farmers in each community should plant corn of the same color.

MARKET GRADES FOR CORN—Several factors are considered in determining the market grade. Chief among these is test weight per bushel. No other factor is so directly dependent upon the physical and mechanical properties of individual kernels, or so easily subjected to modification through selection and breeding.

SOURCE OF SAMPLES—Typewritten lists of distinct ear and kernel types were sent to six men in Ohio, Indiana and Illinois, with a request that they select eight six-ear types (48 ears in all) for the experiment which was outlined to them. Four responded and donated the corn. The source and the kind of corn used, also the name and occupation of the person making the selection was: H. J. Sconce, Sidell, Ill., white dent, farmer-statesman; Troyer Bros., Lafontaine, Ind., Reid's yellow dent, corn judges, seedsmen; Glen L. Smith, Washington Court House, O., yellow dent. farmer-stockman; D. L. Frank, Wapakoneta, O., golden dent, farmer.

TYPES OF EARS USED—All selections were made by the persons named. Each one selected a series consisting of eight six-ear groups. Four varieties selected by four different persons in four widely separated localities were included in the comparisons. Following is a description of the types requested:

1. Six ears, white (or yellow) dent, deep grains, medium wide, with smooth (not rough or chaffy) caps.
2. Six ears white (or yellow) dent, shallow grains, medium wide with smooth (not rough or chaffy) caps.
3. Six ears, white (or yellow) dent, deep grains, medium wide with rough dent or slightly chaffy caps.
4. Six ears, white (or yellow) dent, shallow grains, medium wide with rough dent or slightly chaffy caps.
5. Six ears, white (or yellow) dent, grains medium sizes but not in rows, i. e., like Country Gentleman sweet corn.
6. Six ears, white (or yellow) dent, grains medium size and in straight rows.
7. Six ears, white (or yellow) dent, grains medium size in straight rows and ears tapering.
8. Six ears, white (or yellow) dent, grains medium size in straight rows and ears cylindrical.

Extra six ears, white (or yellow) dent, grains medium size in twisted rows and ears cylindrical.

Extra six ears, white (or yellow) dent, grains medium size in straight rows, ears cylindrical, tips covered.

Extra six ears, white (or yellow) dent, grains medium size in straight rows, ears cylindrical, cob tips exposed.

Extra twelve ears, white (or yellow) dent, grains medium deep, medium wide and medium rough, grains in rows, ears cylindrical.

DETERMINATIONS—The ears were photographed, weighed, measured, shelled, and the test weight per bushel determined for each ear. About 100 other determinations were made on each ear, but many of them gave negative or inconclusive results and are not included in this report. Several tables were prepared in which the data was arranged to show the effect of each ear and kernel character upon both the market grade and upon the test weight per bushel of shelled corn. All other conditions uniform, and corn otherwise equal to Grade No. 1, it was found that—

1st, smooth dent ears gave a higher test weight per bushel than did rough dent ears;

2nd, shallow kernels gave a slightly higher test weight per bushel than did deep kernels;

3rd, on the basis of test weight per bushel, 91% of the smooth ears graded No. 1, and none graded lower than No. 2. Over 70% of the rough dent ears did not grade better than No. 2, and 37.5% graded No. 3 or lower on test weight per bushel;

4th, 100% of the smooth dent ears with shallow kernels graded No. 1, and 66% of all ears with shallow kernels graded No. 1; 58% of all deep kernels (including smooth dent deep kernels) graded No. 1;

5th, thick kernels gave a slightly higher test weight per bushel than did thin, flat kernels;

6th, ears with kernels in straight rows gave a slightly higher test weight per bushel than did ears with kernels either in twisted rows or with kernels not in rows;

7th, ears with tips covered gave a slightly higher test weight per bushel than did ears with cob tips exposed or bare;

8th, kernels taken from the tips of ears gave a higher test weight per bushel than did kernels from butts or middles of the same ears. Kernels from the butts gave a slightly higher test weight than did those from the middles.

CONCLUSIONS—Yield per acre, quality, and maturity are primary considerations in the selection of seed corn, but test weight per bushel should be considered when selecting seed corn to produce a crop for market.

A well matured, smooth, shallow grained, straight rowed, cylindrical ear with tip well covered is almost sure to give a high test weight per bushel when shelled. A rough, dented type such as is often given the prize at corn shows, usually tests less than 55 pounds per bushel when shelled.

A medium rough dented type of ear may grade No. 1 on test weight per bushel when shelled. It would seem to be advisable to select a moderately smooth type of ear for seed, or such as could be described as "wrinkle dented," or "crinkle dented" in preference to either the "dimple dented" and flint types or the "rough dented" and chaffy types.

All farmers in each community should plant corn of the same color, and as far as practicable, of the same variety. True white and true yellow varieties should be planted in preference to any other kind.

THE BILL authorizing the appropriation of $5,000,000 for loans to farmers in areas of crop failure for the purpose of buying seed and feed for livestock was passed Feb. 23 by the senate.

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Supply Trade

Kewanee, Ill.—The Kewanee Implement Co. has purchased the elevator business of the Hart Grain Weigher Co.

Sidney, O.—J. G. Troester, receiver, announces the sale of all property, real and personal, of the Philip Smith Mfg. Co. The sale is to be held on the premises Tuesday, Feb. 28.

Omaha, Neb.—We have received more good inquiries during the last month than we did during the entire year of 1921. We look forward to a good year in our business.—T. J. Ryan, Ryan Construction Co.

St. Louis, Mo.—The corporate name of the Medart Patent Pulley Co. has been changed to The Medart Co. The change was made because the original name was not indicative of the company's extensive line of line shaft equipment.

Washington, D. C.—The Federal Trade Commission in a recent decision declared the lumber manufacturers of Idaho, western Montana and eastern Oregon have organized and conducted the Western Pine Mfrs. Ass'n for the primary purpose of agreeing on the prices of their lumber. The Ass'n was also charged with questionable trade practices.

Wichita, Kan.—For the purpose of giving grain dealers of the Southwest a clear idea of the present cost of an elevator, the Star Engineering Co. has issued a booklet, which gives the approximate capacity, cost and illustrations of different elevators together with required machinery. This booklet will be sent to Southwestern dealers who write requesting it.

Chicago, Ill.—The Weller Mfg. Co. has perfected a portable reciprocating feeder to take care of materials received in hopper bottom cars. This feeder eliminates the digging of pits, and cars can be unloaded at a point most convenient to where the materials are required. This machine operates above the track and handles sand, gravel, coal, etc., saving the labor of several men. One man can easily handle the job of unloading and delivering the materials to any style of loader or elevator. It is mounted on roller bearings and can easily be slipped under the car. A motor or engine is mounted on platform, making it a complete unit. There are no complicated parts to get out of order. Blue prints showing construction will be sent on application.

What Is Your Name? What Is Your Address?

If the above information appeared in the upper left corner of every letter mailed, the Dead Letter Office, costing the taxpayers of the country millions of dollars a year, would go out of business. The return address on the envelope enables the post office to return a letter at once if the sender makes a mistake.

Business men do not often fail to put their names upon the envelope; but they do sometimes fail to give their complete address. They could greatly increase the efficiency of the service by putting the street and number, and room number, upon all of their envelopes, and also upon the stationery, so that their correspondents might always use the complete address in writing them.

Chicago mail is distributed directly to the carriers on mail trains coming into Chicago, but at least 50,000 letters a day are delayed in delivery because the complete address does not appear upon the envelope, and the railway mail clerks are not familiar with the locations of the firm. They tie out this class of mail in packages labeled "No Street Number," and such mail is held over for distribution by the experts in the Chicago office. This frequently means that a letter which if properly addressed would be delivered on the first morning delivery, is not delivered until later. Business men are therefore earnestly requested to put their complete address upon both letterheads and envelopes.

Insurance Notes.

AGENTS of insurance companies in Minneapolis have expressed themselves as very well satisfied with the operation of the Underwriters Grain Ass'n and do not desire to have it discontinued.

FIRE INSURANCE companies doing business in Kansas have obtained an order of court at Topeka setting aside the order issued by the state insurance dep't in January requiring a reduction in rates on March 1.

ALTON, ILL.—At the annual meeting of the Illinois Millers Mutual Fire Ins. Co., held here Feb. 15, H. B. Sparks was elected pres.; W. E. Meek, first vice-pres.; Geo. S. Milnor, second vice-pres.; and G. A. McKinney, sec'y and treas.

A MEETING is to be held Feb. 28, probably in Chicago, by the grain pool com'ite of the association of insurance agents in Milwaukee, together with Wisconsin and Illinois agents, to discuss the Underwriters Grain Ass'n. Milwaukee agents want the Ass'n dissolved.

THE ORDER of the Missouri Insurance Dep't requiring fire insurance companies doing business in that state to make a reduction of 15% in their rates has been withdrawn. The companies, in turn, have withdrawn their temporary injunction restraining the insurance superintendent of Missouri from enforcing a reduced rate schedule. A hearing on rates will be held in March.

STRATFORD, CONN.—Isaac Friedman has brot suit at Bridgeport against the Hamilton Fire Insurance Co. to recover damages of $6,000. A frame building containing his stock of grain, hay, straw and feed burned in June, and he claimed a loss of $2,800 under his policy of $3,000. He disagreed with the adjustment, and the appraisers provided for under a clause in the policy allowed him only $741.23. In his suit he claims this is wholly inadequate.—S.

THE RECENT FIRE in the engine room of the Oklee Farmers Co-op. Elevator Co., Oklee, Minn., was caused by the engine exhaust pipe being too close to a frame wall. The conditions were supposed to have been made safe by protecting the pipe with asbestos, but in commenting on the case the Mutual Fire Prevention Buro states that no insulation other than free air is satisfactory, and that no exhaust pipe should be closer than 6" to combustible material.

ASSETS and surplus of the Grain Dealers Mutual Fire Ins. Co., as of Dec. 31, 1921, actually show an increase of about $12,000 over the figures given out in the first statement, published on page 134 of the Journal for Jan. 25. The explanation is that the bonds held by fire insurance companies are valued by a com'ite of the Insurance Commissioners Ass'n, but these valuations had not been received in time for the original report, which carried the bonds at par value, whereas their real value is considerably in excess of par.

CHICAGO, ILL.—The report of the chief examiner for the Illinois Insurance Dep't, following an examination of the accounts of the Integrity Mutual Casualty Co., showed gross assets of $1,811,829.12 and admitted assets of $1,805,259.01. The reserve for unearned premiums was $684,428.12; for claims, $654,181.77; and the miscellaneous reserve for taxes and expenses, $68,138.42. In addition a voluntary reserve for contingencies in the amount of $98,510.70 had been set up. The date of the audit was Dec. 31, 1921. During 1921, $328,216.15 was paid to policyholders in dividends and a surplus of $300,000.00 remained.

AN EFFORT is being made to bring about a conference leading to a possible compromise in the case involving the insurance on the Murray Elevator, at Kansas City, where a dust explosion and fire occurred in 1920. The Underwriters Grain Ass'n paid the loss and took subrogation of the claim against the Liverpool, London & Globe Ins. Co., which wrote the explosion policy. That company denied liability, claiming it a fire loss. It is intimated the companies which had the straight fire policies would rather have the case settled in court than to compromise, and almost hope they will lose in case it is tried. They have come to the conclusion that it is practically impossible to separate liability as to fire and explosion in such elevator disasters and feel that the only solution is to assume the explosion hazard under the fire policies and charge a premium for doing so. If a compromise is not reached, the case is to be tried in Chicago early in the spring.

Annual Report Ohio Grain Dealers Fire Ins. Ass'n.

The annual report of the Ohio Grain Dealers Mutual Fire Ins. Ass'n, showing the condition of the Ass'n as of Dec. 31, 1921, was issued by Sec'y J. W. McCord, of Columbus, on Feb. 10.

The income during the year was $23,422.29, which, added to the amount of cash on hand at the beginning of the year made total income and balance of $39,775.52. Losses paid totaled $12,920.90, and $155.42 was realized from the sale of salvage, making net losses of $12,765.48. These were divided among 12 claims, of which 5 were more than $2,000.00 and 7 were less than $16. Expenses were $7,797.57.

There were no liabilities, and the total assets was $29,262.47, of which only $800, representing an automobile, was nonadmitted. The company closed the year with 677 policies in force, covering $1,802,450.

New Tornado Insurance Rates.

New rates for tornado insurance have been announced by the Eastern Tornado Insurance Ass'n. The change differentiates between plants with marine legs and those without marine legs, and the rates are as follows:

For terminal grain elevators constructed without marine legs: reinforced concrete, including tanks, 10c; frame or iron clad, 40c.

For terminal grain elevators with marine legs, reinforced concrete, including tanks, 50c; frame or iron clad, $1.00.

The rate on grain in frame or iron clad elevators is the same in each case as the rate on the building itself.

The rates will apply to buildings, machinery and stock items, but do not apply to marine legs, which must be covered separately. The rate on marine legs is $3.00.

IMPORTS of grain into Italy for the first nine months of 1921 showed a marked increase over the figures for the same period of 1920. In the 9-month period of 1921 the imports were as follows: wheat, 79,651,000 bus.; rye, 2,818,000 bus.; barley, 1,288,000 bus.; oats, 7,059,000 bus.; maize (corn), 14,784,000 bus.; rice, 23,200,000 lbs.; compared with wheat, 56,133,000 bus.; rye, 1,514,000 bus.; barley, 817.000 bus.; oats, 1,834,000 bus.; corn, 8,230.000 bus.; and no rice in the same period of 1920.

Death of A. W. Herger.

A. W. Herger, who was in charge of enforcement of the federal grain standards act, and whose office was at the general field headquarters of the Buro of Markets and Crop Estimates, in Chicago, died recently following a serious operation. He rallied quickly from the operation itself, and apparently was well on the road toward recovery, but later suffered a relapse.

Mr. Herger was born in Wisconsin and entered the government service first as a clerk in Washington. He studied law in night school and was admitted to the District of Columbia bar. In the fall of 1917 he was transferred to the solicitor's office in the Washington office of the Buro of Markets as assistant grain supervisor charged with enforcement of the grain standards act. In 1919 he was transferred to Chicago.

Mr. Herger's work made him better known, perhaps, among those engaged in the inspection supervision service than any other official, altho he did not come in direct contact with the trade so frequently as some of his associates. His pleasant personality, his big heartedness and sympathetic nature won him many friends who will always mourn his loss.

MILL MUTUAL SERVICE

The

Mutual Fire Prevention Bureau

230 East Ohio Street
CHICAGO, ILLINOIS

was organized and is maintained by the Mill Mutual Fire Insurance Companies listed below that those insuring with the Mill Mutuals may have the best possible expert service.

Millers National Insurance Company, Chicago, Ill.
Western Millers Mutual Fire Insurance Co., Kansas City, Mo.
Ohio Millers Mutual Fire Insurance Co., Canton, Ohio
Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.
Mill Owners Mutual Fire Insurance Co., Des Moines, Iowa
The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
Texas Millers Mutual Fire Insurance Co., Fort Worth, Texas
Pennsylvania Millers Mutual Fire Insurance Co., Wilkes-Barre, Pa.
Millers Mutual Fire Insurance Association, Alton, Illinois

Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President Geo. A. WELLS, Secretary

Write for Information Regarding Short Term Grain Insurance

TORNADOES

March to September are the months of greatest tornado frequency in the states east of the Rocky Mountains. No place in that section is safe from the lash of this monster.

Don't wait until the last moment to look after your tornado insurance. Write us now. A "Grain Dealers Mutual" Complete Windstorm policy for $10,000 costs less than Five Cents a Day.

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Omaha, Nebraska

GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.
INDIANAPOLIS, IND.

G. A. McCOTTER
Secretary
Indianapolis, Ind.

ORGANIZED 1902

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LUVERNE, MINN.

Average return for 19 years, 50% of the Deposit Premium.
Grain values reported monthly affords full protection.

Write for Information. E. H. MORELAND, Secretary

There is a way to safeguard your live stock investment. Buy sound insurance.

THE HARTFORD FIRE INSURANCE CO. HARTFORD CONN

The Seal of Certainty

And by sound insurance we mean the reliable protection offered you through Transit Live Stock Insurance in the Hartford Fire Insurance Co. that will pay your loss.

One Day's Mortality List at Chicago shows the need for insurance

On May 23, 1921, the Chicago live stock markets received 43,000 hogs. 1148 were found dead or injured. What a severe loss—less than 16% were insured. You had better be safe by insuring yours.

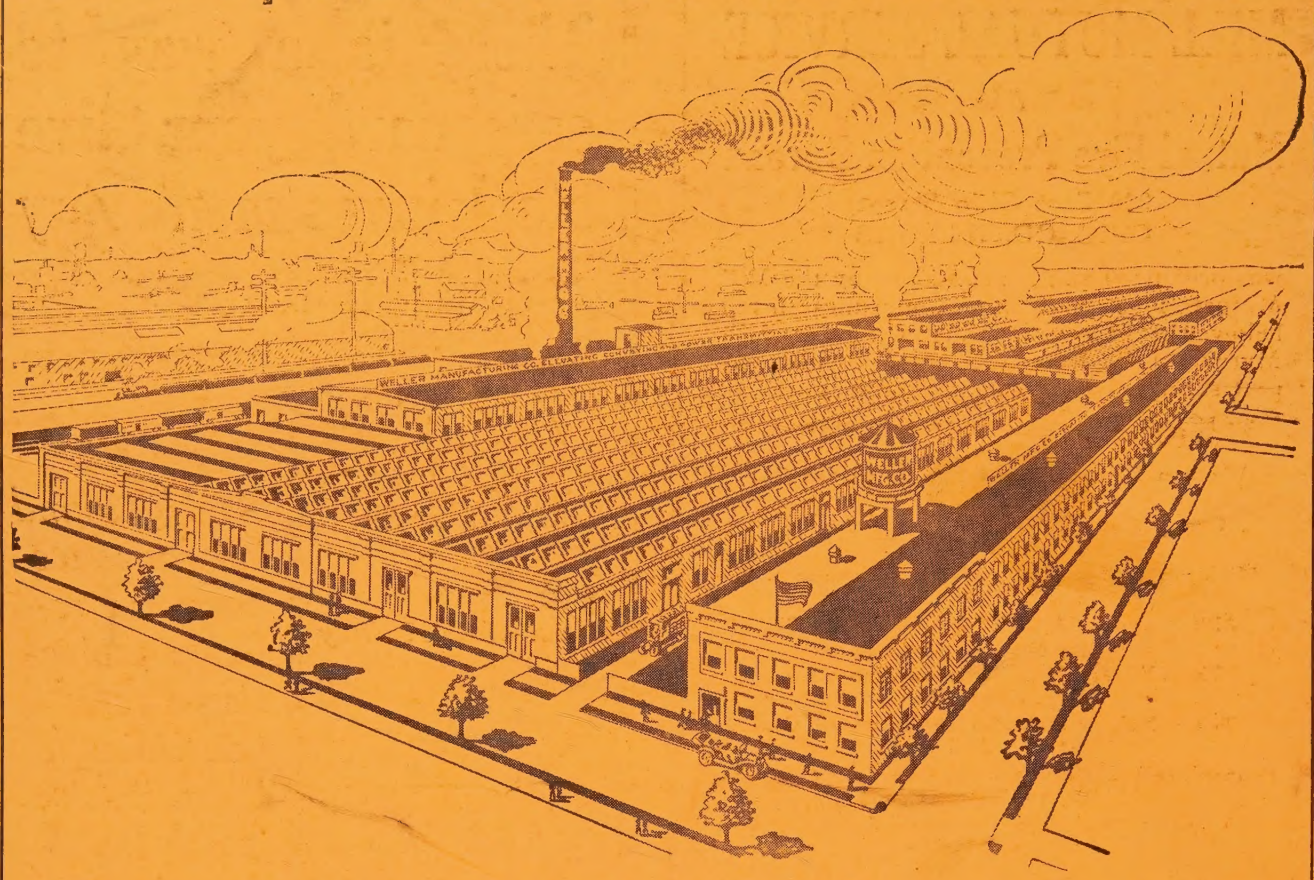
For full information and rates get in touch with the local manager of the Hartford Fire Insurance Company at point of destination or write to the

Hartford Fire Insurance Co.

Live Stock Department

39 So. La Salle St. Chicago, Ill.

"The Plant Behind the Product"



Modern Equipment for Grain Elevators

Elevating, Conveying and Power Transmitting Machinery

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Spiral Conveyors	Distributing Spouts	Car Unloaders
Bucket Elevators	Grain Driers	Car Pullers
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